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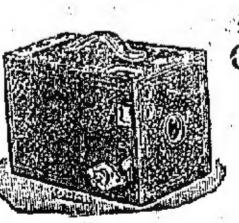
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On 25th October, at Macao, the wife of S. J. GRAINGER, Imperial Maritime Customs, Lappa, On 11th October, at Singapore, the wife of CHARLES E. WEBB, master s.s. Babalan, of a son. MARRIAGES.

On 14th October, at Penang, Norman Dalkyn-PLE, of Selangor, Federated Malay States, to OLIVE, only daughter of the late Lt.-Col. F. H.

On 15th October, at Singapore, Ernest Norman BUCHAN, D. 4.O., Lt. 1st Battalion the Manchester Regiment, to KYTHE ELIZABETH GRAEME ST. CLAIR, only daughter of W. G. ST. CLAIR, of Singupore.

HONGRONG OFFICE: 14. DESVŒUX ROAD CI LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, October 27th, 1904.

THAT many cooks spoil the broth is ab old proverb, and one which Russians seem hardly to have taken to heart. The idea with which Russia commenced the war with Japan-that she would gradually lure the Japanese forces into Manchuria, where she could have the choice of either attacking them in detail; or by leaving them severely alone would allow them to perish from cold and the severities of a Manchurian winter, had doubtless much to recommend it, but unfortunately it had the Yalu in the very teeth of the enemy, the lessons of the past.

an enterprising commander ought to have seen was an impossibility. The lesson taught before Fenghwangshau was emphasised by the fight at Kinchow, where similar tactics were tried, with an equally unsatisfactory result. After all generals, like other mortals, are not omniscient, and the best general is he who, aware of his shortcomings, humbles himself to learn from experience. Of late General KUROPATKIN seems to have so far profited from the lessons learnt that although unable to score a victory over his astute foes at Linoyang, he did the next best thing, and so far scored a success that he converted what for the first forty-eight hours looked like an absolute rout into what was at best very questionable victory for the Japanese forces. Still the object which he doubt'ess had in view in making his attack, that of occupying the whole of the Space under being able to relieve the siege of Port Arthur, was plainly impracticable, and to all appearances General Kuropatkin, however unwillingly, was prepared to accept the inevitable. On the other hand, the Japanese generals were by no means desirous of forcing on a winter campaign in We are in a better position than ever before | Manchuria; and so far as they were conbeen quite ready to have remained inactive. This would have been a distinct advantage for Russia, and a prudent general would have looked upon it as such. Actually winter is the best time for transporting troops in Siberia. The roads are then under the influence of frost more passable than in either spring or autumn, and the railway line funning on a solid track is less subject to accident and delay. The Russian soldier is hardy, and accustomed to winter cold, and as NICOLAS, I. said with truth under similar circumstances, Russia had two generals in the months of January and February. In this respect all the advantage of the climate told to the benefit of Russia as against Japan, and General Kuropatkin doubtless informed his Government of the fact. But besides the enemy in front Russin has to face an even more serious foe in the rear. From the very beginning the war had not been popular in Russia. To keep up her enormous armies she has to strain her relations with her own people; though costing comparatively little in money, the Russian system is in reality conducted in the way most oppressive to the people at large. Thinly populated as is the las distances before even they join their headquarters. Were this done with consideration for the troops it would be an enormous tax on the resources of the country; but it is not done with consideration, as the unfortunate conscript knows to his cost, and even in times of profound peace the loss of life is something enormous. The annual cost in life, even in time of peace, is greater than in other more favoured lands is entailed by the bloodiest of wars. The soldier, ven after he has joined his colours, finds tile alleviation of his lot, so that to be drawn for service is looked upon as little better than a death warrant. It is only natural that under such circumstances service, even under the best of conditions, is unpopular; the enormous losses entailed by the war with Japan, carried on across an entire continent, have been such that the country has been excited to the verge of rebellion. The country at large has not even had the extenuation of victory to reconcile it to the loss of life. Conceal it as best it couldand the Russian Government has not scrupled by the most outrageous untruths to hide its humiliation—the truth has begun to leak out, that neither in fighting power nor in equipment is the army able to stand against its opponents.

of the Tsan has been impressing on the Governor-General and the General the actual necessity of a victory of some sort: both, it is needless to say, have in turn stated the impossibility of turning the tide with disheartened troops and in the face of a superior enemy, but their protests have not the recommendation of novelty. Russia | failed to convince, and threats have been had tried it before, and it had proved tried, but equally in vain. In fact the successful in the case of Charles XII. and generals named to take over the command ford, J. P. Jordan, A. O. Lang, and A. S. NAPOLEON, and if the Japanese were not have shown as little alacrity in taking up close students of military history there was. the task as the conscripts themselves. of course, a possibility that it might do so What further measures have been taken we again. In this, as in so many other things, know not, but there is no doubt that lately H. F. Chard, forwards. the Russians misjudged their enemy, and it General Kuropatkin has been acting ought to have been apparent after the first under direct orders from St. Petersburg, month of campaigning that so far from the and that his recent enterprise has been Japanese generals being ignorant of the against his own better judgment. It is teachings of history, this was really one of little wonder that it has failed, and that the scored tries for the Club, but neither were their strongest points. Their second plan state of despondency has been correspondwas to drive their perhaps too active er y ingly increased. It is folly to speculate on into the sea, and this, after the crossin, i the future, but it is well to bear in mind

Under the circumstances the Government

Major-General and Mrs. Villiers Hatton returned from Japan yesterday by the Canadian Pacific steamer Empress of India.

The Penang Chinese have decided that the suggested legislation for the registration of Chinese marriages is not deemed desirable or

Mr. John Adamson, of the Kobe branch of the Chartered Bank, was married on October 12th to Miss Amy Meudelson, a Yokohama

Mr. Albert Attwood has passed his master mariner's examination. Mr. Basil Taylor examined him in navigation, and Commander Dawes, R.N., and Capt. F. D. Goddard in seamanship.

Owing to many Civil Service C.C. men being volunteers, and desiring to be in camp next Saturday, the Cricket League match, Civil Service C.C. v. Parsee C.C., has been post-

Captain W. E. Clarke, the popular skipper of the Hongkong-Macao steamer Heungshan, and family returned to Hongkong by the German Mail steamer Prinz Regent Luitpold after a prolonged furlough.

Inspector-General of Fortifications at Army | Press and the patience of the Government. cerned, so long as the attack on Port Headquarters, has been appointed Commanding Arthur was not interfered with would have | Royal Engineer in the South China (Hongkong) command, to succeed Colonel L. F. Brown, R. E.

> As the result of a blow struck in anger support. during a family quarrel, by Mr. S. Kuhn, at Yokohama, Mr. F. S. Boyes, of Samuel, Samuel & Co., is in hospital there. It is feared he may lose his sight. Mr. Kuhn is in the custody o the Yokohama police.

The P. & O. s.s. Banca arrived from London yesterday. Besides a large quantity of general cargo she had explosives consigned to the War Department here. There were 406 cases of cart idges, 20 shells, ten torpedoes, and one case of safety cartridges.

It is stated that the damages to the coolie ship Swanley are very extensive and will prove one of the biggest jobs the Singapore docks have had for some time. The heavy repairs to the Prinz Heinrich, recently completed, are said to have cost over \$70,000.

It has now been arranged to pay the Augustinian friars, for the purchase of their lands in the Philippines, in London instead of in Manila? and through the guarantee of the Trust Company of New York and London. No recourse will be had to the services of the Bank of England, as was at first contemplated.

It is reported in the Transvaul that Mr. Evans, feemerly the Protector of Chinese in the Straits (feeting time place of a present acting next to resume his former position of Protector of Chinese in the Straits.

Tais aft room, on the Happy Valley, the Hongkong Football Club will play the men of H.M.S. Glory; kick-off at 4.30. The [following will play for the Club :-

F. H. Kew, goal; G. B. Macdonald and E. F. Aucott, backs; A. O. Brawn, H. C. Gray, and G. C. de Martin, halves; W. H. Williams (capt.), N. H. Rutherford, R. Macpherson, W. G. Leckie, and H. L. Garrett forwards.

Sam Newman and "Baby" Smith of the Artillery will meet in a twenty-round contest at |the City Hall on Wednesday, November 2, for the welter weight championship of China as well as a side bet of \$1,000. The contest will be conducted under the management of Mr. James. Christie, and should prove to be one of the best ever held in Hongkong. Both men are well known in the pugilistic world. Smith has the confidence of the Army, and Newman is already established a favourite with the local sporting fraternity. -

The second annual meeting of the three Admirals of the East is expected to take place at Singapore early next month. As we have already announced, Admiral Sir Gerard Noel is due at Singapore from Hongkong on Tuesday, November 1st, in his flagship H.M.S. Glory, accompanied by H.M.S. Cressy, which is homeward bound. By Ceylon papers to hand it appears that H.M.S. Hyacinth, Captain the Hon. Horace Hood, with Rear-Admiral G. L. Atkinson Willes, was to leave Colombo on the 10th inst. for Singapore. Latest Australian papers give no definite news as to the movements of Admiral Fanshawe. The Australian Squadron according to latest advices was cruising on the west coast.

RUGBY FOOTBALL.

A match, Hongkong Football Club v. a Naval XV . was played at Happy Valley yesterday aftern -n. The teams were as follows:-Club : J. A. F. Bourchier, back: A. W. Madda-Kempthorne, three-quarters; J. Clark and A. G. M. Fletcher, half-backs; H. C. Sandford, P. W. Goldring, E. R. Hallifax, A. Boyd, M R. Strover, J. Hanson, K. A. Sclanders, and

Navy: Warren, back; Royle, Longmore; Bateman and Wippell, three-quarters; De-Veulle and Dobson, half-backs; Haddon, Hallahan, Bateman, Snowdon, Favell, Willis, Rowley, and Walter, forwards. In the first half Kempthorne and Clark each

Half-time: Club, 2 tries (6 points); Navy, nil, In the second half Clarke scored two tries. both of which were converted by Hallifax. Result: Club, 2 goals 2 tries (16 points)

THE WAR

["DAILT PRESS" SERVICE.] ENGLAND AND RUSSIA TSAR'S APOLOGY TOO LATE. OUTRAGE BELIEVED TO HAVE BEEN DELIBERATE.

LONDON, 26th Octobers The presentation of the British demand for compensation for the outrage in the anywhere along the English coast. North Sea has been reserved pending the

receipt of a reply to our Note. The public continues indignant, the feeling not being lessened by the Russian delay in making reply to our representa-

The Press demands the recall of the Baltic Fleet.

The Tear's message is considered to have come too late. It is also regarded as defective and unsatisfactory.

The belief that the outrage was deliberate

The Foreign Press continues to condemn

strongly the Russian fleet's conduct; and Colonel C. H. Darling, late Assistant to praise the moderation of the British Orders have been issued to the Medi-

> terranean and Home fleets to be ready to co-operate and afford each other mutual LATER. The British Note requires an immediate

apology, an indemnity, and the punishment of the officers concerned. Also, a guarantee of security for our shipping in future is demanded. It is intimated that the presentation of our demands in full is reserved pending a reply to the Note.

RUSSIAN OFFICIALS PLACED

LONDON, 26th October. An Imperial Ukase defines the respective positions of General Kuropatkin and Admiral Alexieff. The former is Commander-in-Chief; the latter, Viceroy.

FLOATING MINES AGAIN.

SHANGHAI, 26th October.

The s.s. Kashing struck a floating mine last night, off Alceste, and arrived Werbaiwei to-day with a ten-foot hole in her bows. Two Chinese had been killed on board, and three wounded, one seriously.

THE NORTH SEA OUTRAGE.

Lord Lansdowne has demanded immediate redress for the outrage in the North Sea. Continental and American opinion stig-

matises the Baltic Fleet as a disgrace and a danger. Many papers advise its im-

British opinion insists on the severe punishment of all the guilty parties. Count Benckendorff, the Russian Minis-

ter, has been hooted in the street. The King has interviewed Lord Lansdowne, the interview lasting forty-five

The missing trawler has returned damaged. The King has wired to Hull expressing his sense of the unwarrantable action of the

Russian Fleet, and contributing 200 guineas in aid of a fund to relieve the sufferers. Count Benckendorff is to meet Lord Lansdowne early to-day.

APOLOGY BY THE TSAR.

*London, 25th October. The Tsar has telegraphed to King Edward expressing his regret for the incident of the North Sea trawlers, and his sympathy with the sufferers.

[*Delayed in Transmission]

EEUTER'S SERVICE.

THE MURDERED BRITISH FISHER

LONDON, 24th October; The fleet of trawlers which arrived at Hull last night reports that the Baltic fleet attacked the trawlers on Friday night in the North Sea, sinking two, killing two men, and wounding many. The solicitors acting for the owners of fifty of the trawlers have notified the Foreign Office and the Admiralty of the attack by the Baltic fleet. They state that the first portion of the Russian fleet passed the fishing ground on Friday at midnight; the remainder turned their searchlights on the trawlers for some time, and then opened fire; the trawler Crane was sunk. The bodies of the skipper and the impeding navigation. mate, both of whom were decapitated by the shot, were brought to Hull; the boatswain and others who were wounded are now on board the mission ship. The trawlers Moulmein and Mino arrived at Hull seriously damaged, the latter showing 16 shot holes; it is feared that another trawler was sunk with all on board.

The newspapers consider the North Sea outrage n blunder due to panie, but un. animously insist on firm action by the Government; a demand for an immediate the culprits. It is pointed out that most serious aspect of the incident is, that the fleet steamed off at full speed without attempting to rescue the crews of

It was announced at Hull at midnight that the trawler Wren had been sunk with all hands. It is stated that there are 29 wounded on board the mission vessel, which is still at sea. Some more bonts are still missing. Some accounts give the number of the fleet at 150.

Official urgent representations have been addressed to the Russian Government in St. Petersburg, in which it is explained that the situation, in the opinion of His Majesty's Government, admits of no delay.

Lord Lansdowne will see Count Benckendorff to-morrow. It is understood that the Russian explanation of the incident is a reason to fear a Japanese mine attack.

INQUEST.

Re SHUL TUK, DECEASED.

Mr. H. H. J. Gempertz yesterday morning held a coroner's inquest into the circumstances of the death of Shui Tuk; a seaman employed on the China Merchants' s.s. Kwong Tah. De ceased was crushed between the ship's side and a boat, while employed making fast the s.s. Kwong Tah to the China Merchants' buoy, in Hongkong Harbour, on Tuesday morning. A number of launches towing cargo boats surrounded, the vessel, and one of the cargo boats crashed into the ship's boat. Four men out of five comprising the boat's crew managed to jump clear, but deceased was crushed and subsequently died from shock.

Kwok Mun, master of the launch San Shun and Ho Tso, master of the Cargo Boat No. 467, were brought before the coroner.

Messrs, A. K. Stuart, G. Newell, and C. W. May (foreman) were empanelled as jury.

William Henry Lunt, master of the s.s. Kwong Tah, deposed that when he arrived here, at about seven o'clock on Tuesday morning, he was surrounded by steam launches towing sugar-laden cargo junks. A number of the launches made fast to his steamer. Some of them steamed ahead of his ship. Owing to the strong tide and the drag of the boats; made fast to his steamer he was hardly able to make any headway, though the engines were working "full ahead" all the time. Average to anchor, but this he could not do for some time as the anchor would have fallen on one of the cargo boats under the steamer's bow. After some delay the bows were sufficiently clear to let go an anchor, and witness hoisted the police flag. After the police had cleared the boats away witness proceeded to the China Merchants' wharf. A boat was lowered to take a rope to the buoy. Steam launches and their tows, however, were gradually closing on his ship again. One cargo boat, being towed, crushed into the ship's boat, which had five of the crew in it. Four of the men jumped on to the cargo boat, but the other had both his legs crushed between the boat and the ship's side. He was placed on the police launch and conveyed to Government Civil Hospital. The several launches all contributed more or less to the accident, as they were all crowding each other. He took the names of 14 of the launches close to his ship. He thought they were all equally to blame. was unable to avert the accident, and the boat's crew had not even sufficient room to put out an oar to pull farther shead. The deceased man was in the after part of the boat. He tried to get clear.

Otto Schroll, the chief officer, bore out the captain's statements. He added that before the collision men on the inside lighter, seeing they could not clear the ship's boat, shouted a

The Chinese pilot gave evidence. The boatmen were anxious for engagement to carry

Dr. Bell, superintendent of Government Civil Hospital, said that deceased was brought to the Hospital at about 8.15 a.m. He was in a dying condition, both legs having been badly crushed. Be died at 9.30 a.m. from shock, due to the injuries.

Cheung Chung Si, one of the sailors who escaped, said that three launches closed in on them. One of his comrades jumped into the water, three got on to the cargo boat which crushed their boat, but the fifth was unable to get clear. There was a swift tide, and they were unable to get out of the way.

Mr. Gompertz explained to the jury in what circumstances it was permissible to return a verdict of manslaughter. In this case it was matter entirely for their own judgment.

misadventure. Mr. Gompertz said that 22 men had been charged in connection with this case, with

MASONIC-INSTALLATION.

The District Grand Lodge of Scottish Freemasonry in Hongkong and South China hold their first installation coremony on the 3rd November, at 6.30 p.m., in the Masonic Hall, Zetland Street. A banquet will after wards be given, commencing at 8 p.m.

ROYAL HO'GKONG YACHT CLUB.

PROGRAMME OF RACES UP TO END OF 1904. 29th October.-Opening Cruise.-Yachts assemble north of Murray Pier at 2.30 p.m. and will sail in line ahead, the Commodore leading. apology, reparation, and the punishment of to south side of Stonecutter's Island. A race, with ladies steering, will start from Stonecutter's South Pier at 3.30 p.m. course, North Fairway Buoy (port) and finish at Police Pier. Kowloon; 31 miles. Prizes: 1st prize, a cup given by the Club; 2nd prize, kindly given by sunken bonts and not reporting the affair | the Commodore, the Hon. F. H. May. Handicap

(minutes) :--Bonito ... Gloria Maid Marion Spray

30th October .- First Club Race .- Course, No. 28, 14 miles.

Championship Class start 1 p.m. One-Design Class , 1 20 p.m. Handieap Class 6th November. - Second Club Race. - Course, No. 8; 11 miles.

20th November. - Third Club Race. - Course No. 7; 11 miles.

4th December. - Fourth Club Race. - Course, No. 12; 121 miles.

8th, 9th, and 10th December. Hongkong Regatta, under the management of the Victoria Recreation Club, in which there will be races for yachts, cruisers, and open boats.

11th December.—Royal Engineers' Cup. Race. -Start at Stonecutter's South Pier 1.15 p.m. Course, Markboat 1 mile N.N.W. of Cheang Chau Ching (port). Finish at Stonecutter's South Pier; 10 miles. Handicap:-

Dione ... 0 Bonito ... 91 Alannoh 5.30 Chanticleer. . 13 . Collegn. . 91 Vernon ... O Krica Doreen 13 $Min, \dots, 91$.: Gloria 11 Maid Marion 13 Spray 25

18th December.-Fifth Club Race. - Course, No. 21; 12 miles. H.E. the Governor has A presented a cup to be sailed for by cruisers of Europe n rig only, owned by members of the Royal Hongkong Yucht Club. There will be four races, the first of which will be sailed during the Hongkong Regatta. Course, round markboat north of Kow-i-chow. Handicap. The following boats have entered.

La Cigale Haidee Alexandra Brynhilde Rita Dolores

The Hon. F. H. May has presented a cup to be sailed for by cruisers of Chinese rig, owned by members of the Royal Hongkong Yacht Club. Four races as above. Handicap. First race on December 9th.

The following can enter:-Australian DorothyTavy Curlew JoanPlo ver Daswan HONGKONG VOLUMTHERS.

His Excellency the Governor visited the camp of the Hongkong Volunteer Corps at Stoneoutter's Island yesterday afternoon. There was a good muster of the men, who went through their drill smartly. Afterwards, His Excellency, who expressed his satisfaction with the appearance of the Corps, dined with the officers. Last night being "Guest Night" a considerable number of civilians went across to the Island, and they were entertained by the volunteers. A smoking concert was given, and the talent of the Corps found full expression during the evening. With regard to the work of the volunteers the programme yesterday presented no feature of special interest. The usual routine work of drilling, working with the fifteen-pounders and maxims, and attending lectur, s sufficed to fill in the greater part of the day. The principal event is, of course, the inspection on Saturday, to which the men are now looking forward. So enthusiastic are some of the volunteers and officers that they were actually practising their company drills after darkness had fallen.

A guard of honour received His Excellency, who proceeded to inspect the men and afterwards the tents. The volunteers were put through the evolutions of the King's Birthday parade, firing the feu de joie. Finally they were marched before His Excellency and dismissed.

Some 150 altogether, including about seventy visitors, sat down to dinner in the mess matshed, which was gaily decorated with bunting. The menu consisted of soup ham, chicken, vegetables, curry and rice, cake, and cheese. As soon as the tables were cleared, singing commenced. Mr. P. W. Goldring gave several good songs, as also did Lieut. G. P. Lammert. Messrs. Lapsley and Hays contributed banjo solos; Messrs. J. Witchell, Allcock, Darby and Terrell songs; Lieut, M. S. Northcote a stump speech; and Mr. J. W. Bains a recitation. Lieut. G. P. Lemmert and Mr. Sheffield acted as accompanists. A very enjoyable evening was closed shortly before eleven o'clock by singing the National Anthem,

KOWLOON CRICKET CLUB.

Thirteen members of the Kowloon Cricket Club assembled at the Seamen's Institute, Kowloon, last evening, for the purpose of The jury returned a verdict of death by electing officers for the newly constituted Club, and passing rules, etc. It was rather unfortunate that the meeting had been calledon Volunteer Camp guestnight. On any other evening there would have been a better attendance. After waiting an hour Mr. Harold C. Austen, hon. secretary pro tem., in the absence of Dr. Swan, took the opinion of those present as to whether they should proceed with the business, or postpone the meeting till the following Wednesday. It was decided to postpone the meeting.

the same

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Next Saturday members of the Kowloon Cricket Club will play s game at Kowloon amongst themselves. They have been kindly permitted to use a piece of military ground The Club has not yet got a ground of its own.

[a1708

MARK.

SUPREME COURT.

Wednesday, 26th October.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONDURS SIR HENRY S. BERKELEY (CHIEF JUSTICE) AND T. SER-COMBE SMITH (PUISNE JUDGE).

TANG TSZ. U. V. THE ATTORNEY-GENERAL A motion at the instance of Tang Tez U in the case of Tang Tsz U against the Attorney-General came under consideration. The appellant claims land in the New Territories, claim C. A. Survey district No. 4.

Mr. M. W. Slade of counsel appeared for the appellant. The Attorney-General and Mr. H. E. Pollock, K.C., represented the Crown.

Mr. Slade moved that the hearing of the appeal be adjourned sine die so as to enable the appellant to properly prepare his case for trial and also to enable the appellant to make an a pplication to the Court for leave to adduce evidence in reply to that filed by the respondent

The Attorney-General said he would not oppose the motion on the first ground, but he objected to an adjournment being granted for the purpose of adducing further evidence.

The Chief Justice said another application would have to be made for permission to bring forward further evidence.

The Attorney-General remarked that if there were any further evidence this case would not come on for another twelve months.

The Chief Justice - We feel the application for postponement on the ground of affording the appellant further time for digesting and considering this case is not an unusual one. We are therefore prepared to grant that application. We feel also there must be some finality as to the evidence that is to be offered to this Court. Therefore what we propose to The water rose in a volume to a height of do, subject to anything we may hear from the bar, is to adjourn the hearing of this appeal and to limit the appellant to one month to make any application he and to order that if he does not make application within one month the appeal shall come on at the end of that period. He must make it within a month, because if the proposition be granted the Crown may desire or require permission for still further replying affidavits.

The Attorney-General-It would be certain. The Chief Justice—It is possible; and they would require a month. Our order would contain a declaration to the effect that no further adjournment would be made and no further application for the production of evidence would be entertained.

The Attorney-General thought such an order would be unfair to the Crown. He maintained that under all the rules of evidence the svidence in this case was now closed, and he very much questioned-and was prepared to argue the point-whether the Court had nower to allow the appearant to call further evidence.

After further discussion, The Court made the following order-" Ad-Journ the hearing of the appeal till Monday, 28th November, with liberty to the appellant respondent for leave to adduce further evidence; miles. At Vladivostock there were three other such motion to be made on or before Thursday, German steamers which had taken coal from

24th November." The Chief Justice said the effect of this would be that if the appellant applied for leave to adduce further evidence on or before 24th November, and if the leave was granted, there would necessarily be a further postponement of the hearing of the appeal, but, on the other hand, if they were prepared to go on with the hearing it would proceed on the 28th.

The Court ordered the costs to be costs of the

I OLICE COURT.

Wednesday, 26th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE). IMPEDING NAVIGATION.

Twenty-two men were charged with impeding navigation. They were launch and cargo-boat Princess Louise vesterday to inquire whether men arrested after the Kwong Tah accident. the telegram was authentic. The Princess said The case was remaided.

AN INCORRIGIBLE BEACHCOMBER. convictions, was sentenced to six months' imprisonment for stealing \$30 worth of clothes, from the chief officer of the s.s. Hoihao:

THEFT FROM THE S.S. ' KOREA." months' imprisonment and six hours' stocks for stealing a gold watch and seal, valued at \$510, from the captain of the s.s. Korea.

BEFORE Mr. J. H. KEMP (ACTING SECOND MAGISTRATE).

licence, was convicted of offering a bribe of 80 France than this rapprochement." cents to an Indian constable. He was fined \$ 5 or, in default, one week's imprisonment on the, first charge, and was sentenced to two weeks' imprisonment on the second.

ASSISTING A CRIMINAL,

A Chinese cargo-boat woman was charged with refusing to obey the police. A criminal seeing a pol ceman, dropped a box of gambling accessories, and jumped on the defendant's cargo boat. The woman pulled off and refused to return when the policeman called her; the afternoon. fugitive jumped overboard and escaped. The defendant was fined \$25, or, in default, one month's imprisonment.

PHILIPPINES WEATHER REPORT.

The American Consul-General has communicated to us the following telegram from

Mani'a: 25th October, 3.30 p.m. Depression east of Mindana moving prolably northward.

ENGLISH ENGINEER'S EXPERI-ENCE IN THE FAR EAST.

Mr. William Raine, late chief engineer of the steamship Tiberius, of Hamburg, last month arrived at his home at Seaham Harbour, after a trying experience at Vladivostock. The vessel which had a carrying capacity of 7,000 tons, was a new ship built on the Tyne and engined on the Wear, Mr. Raine being the guarantee engineer of the Sunderland firm. The vessel left the Tyne last November for New York. Thence she proceeded again over the Atlantic and through the Mediterranean and Suez Canal to the Far East with a general cargo. She discharged the last of it at Yokohama, after which she went to Newcastle, New South Wales, and loaded a full cargo of coal for Tsingtau, to which Mr. Raine, who was the only English. man on board, and the crew, who were Germans, believed they were going. The ship, though loaded at Newcastle, was bunkered at Sydney She left the last-named port on May 14, but by May 20 land was sighted, to the great surprise of the ship's company. The land was Guam, one of the Ladrones, and here fresh orders were received to take the ship to Olga Bay, a Siberian port, north of Vladivostock. Olga Bay was reached in due course, but, instead of discharging, the crew were again surprised to find that the ship was still further ordered to Vladivostock.

When the head-quarters of the Russian Pacific Fleet was reached on June 10, the Tiberius stopped a mile and a-half out, and received a signal telling her not to enter as it was dangerous. The captain thought it prudent to get even a little further away, and gave orders for the ship's head to be turned. The vessel was just starting, the engines scarcely having moved, when a terrific explosion occurred about 60 feet, and then descended on the ship while a portion of the mine, rivets from the half, and coal from the hold were thrown on the deck from the outside. Boats were ordered out and may be advised to make with respect to signals for assistance at once hoisted. A pinnace obtaining permission to produce further evidence, from the Fleet then came out, and the Tiberius, which was settling down gradually by the head, was ordered, if she could possibly be kept afout, to follow in the wake of the Russian craft into the harbour. She was, therefore, put full speed ahead for the harbour. She had then three feet of water in the engine-room, and the main deck was only six inches above water. On passing the Vladivostock Squadron, the cruisers Rossia. Gromovoi, and Rurik had their boats out, and the Russian sailors cheered. The Tiberius was run full speed on the beach, and no lives were lost. She was struck by the mine on the fore starboard quarter, and subsequent inspection showed that the hole torn in the hull was 30 feet long by 18 feet high, and six feet below the water-line. The portion of the mine which came on deck had part of the brass cap attached. and the Lussian officers pronounced it to be Kussian ricel, and ole 18ary Government purchased both ship and cargo, the crew proceeding from Viadivostock, on July 20, to Hamburg by train, via the Trans-Siberian Railway, Moscow, and St. Petersburg, a journey which took 25 to give notice of motion to be served on the days, the distance covered being about 8,500 England to the Russian warships.

PRINCESS LOUISE OF COBURG.

The Paris correspondent of the Times reported on September 25th as follows:

on Friday evening Countess Lonyay sent off a of Coburg, of which the following version has been published by several Paris newspapers, and also, it seems, by the Petit Bleu of Brussels:-"Philip of Coburg, Vienna.-I have seen Louise. She is no more mad than you are. Revolted and indignant at your injustice towards an innocent woman, I shall do everything everywhere but around its coast margin to a I possibly can to restore her honour, of which you have deprived her.

"PRINCESS STEPHANIE." A representative of the Temps called on that it was, only that the translation was perhaps a little free. The original was no doubt P. Doyle, a beachcomber with 17 previous in German. In reply to the question as to whether Countess Lonyay was entrusted with a mission on her behalf the Princess said:-

"No, she is going to Italy by way of Austria and will interrupt her journey at Vienna. She A Chinese painter was sentenced to six will there certainly be received by the Emperor, with whom she will talk over my difference with Prince Philip of Coburg. I expect a lotter from her telling me about this interview, and giving me, if needs be, news from Vienna about the negotiations now pending. The two meetings I have had with my sister were of a profoundly affectionate character. Nothing has A ricksha coclie, who failed to take out a been more agreeable to me since my arrival in

SHIPPING NOTES.

STRAMER MOVEMENTS. The O. & O. steamer Doric, with mails, &c., which left honce Sept. 27th for San Francisco via Shanghai, &c., arrived at her destination on the 24th Oct.

The C.N. steamer Taiguen left Kutchi otzu on the 22ad Ool., p.m., and is due here this

The steamer Gregory Apear, from Calcutta, left : ingapore for this port yesterday morning. The Shire Line steamer Monmouthshire, from London, &c., left Singapore on the 26th Oct., at 6 a.m., and is due here on the 31st Oct., p.m., MISCELLANEOUS.

The German s.s. Petrarch arrived here yesterday, with 400 tons of rice for Mesers. Sander,

Wieler & Co. The Norwegian s.s. Oscar II. from Meji, brought 3,800 tons of coul here for the M. B.K.

THE JAPANESE IN FORMOSA.

The narrative of the colonization of Formosa by the Japanese would afford fresh evidence, if any such evidence were needed, of the remarkable sagacity and administrative power of our allies, and of their firm grasp of the conditions essential to success in all the varied forms of modern enterprise which they undertake. Before the Japanese occupation, Formosa had been the despair of successive Governments and of successive countries, and it is said to have | ing direct conflict with established customs was been not unwillingly relinquished by China in adhered to. The sale of opium was rendered a 1895 as a practically worthless possession. Government monopoly, and smokers were com-Inhabited by a savage population appar ntly of | pelled to register themselves and to obtain licences Malay stock, it was discovered by Spaniards and | in order to purchase: No licence whatever is Portuguese in the sixteenth century, and by given to any Japanese, and none to any native them some endeavours at settlements appear to who cannot show that he was addicted to the have been made and abandoned, to be followed, a century later, by others on the part of the Dutch, who maintained their footing for nearly forty years, and were then expelled by the adherents of the fallen Ming dynasty, who opium smokers, and this number in eighteen sought refuge in the island when they were driven out of China, and who established an independent kingdom under the government of leader whose name was Europeanized as Coxinga In 1682 the Chinese settlers returned to their natural allegiunce, and the country remained nominally a Chinese possession until it was ceded to Japan, together with the neighbouring Pescadores Islands, by the peace of Shimonoseki. The intelligence of the cession was distasteful to some of the Chinese inhabitants, and, with the belp of some emissaries from Peking, a grotesque attempt was made to resist it, and to establish an independent republic. A so-called Provi ional Government issued proclamations and postage stamps, and notified its existence to the Powers; but its inevitable collapse wa hastened by the mutiny of the soldiers whom the "Provisional Government" forgot to pay, and by the flight of the chief officials. who in the meanwhile had secured for themselves whatever public money they could lay hards upon. Before these occurrences, the island had for two hundred years policy of the open door, will not hesitate to avail been inhabited by a fringe of Chinese around the most accessible parts of its coasts, and by assistance of this kind which circumstances may untameable robbers and cannibals in the render desirable. Separated from the Chinese interior, both sections of the population main- mainland only by the Fokien Strait of less than taining the pleasant fiction that shipwrecked a hundred miles in width, and lying but little sailors were hostile invaders of the country, and putting them to death without mercy. In 1842 be particularly attractive to British capitalists, forty-thee survivors of the wreck of a British brig were murdered in this manner, and although, by the treaty of Tientsin in 1860, find an unfailing market in China. The coal Terek ... Hamb.-Amer. Columbia certain ports were popened to European commerce, nothing was done to subdue the savages of Tamsui, is largely consumed by steamers of the interior, by whom, in 1872, the crew of a lengaged in local navigation, and it has for shipwrocked Japanese vessel were put to death. some years been worked by English methods, For this outrage Japan insisted upon redress from the Chinese Government, and war was prevented only by the interposition of the English Minister, Sir Thomas Wade, who, when the is vielded by a tree indigenous to its forests, Japanese Envoy was on the point of leaving were attendant upon its conjection and in responsibility that the Chinese Government were attendant upon the character as to have should accede to the terms demanded by island yields rice so abundantly as to have Japan, which involved a compensation been called the granary of China, and it has a the families of the murdered men, and and other products, a trade which is certain to China, a short line of railway and a few roads able to Europeans, the thermometer seldom French owner. The Hafis was a German were constructed or projected, and a telegraph was laid between the original treaty port of Taiwan and Takow, but there was no endeavour to subdue the savages who inhabited the central Before leaving for Vienna en route for Italy and mountainous portions of the country, and who every now and then came down from their telegram to her brother-in-law, Prince Philip | fastnesses for the purposes of plunder, much | after the fashion of Highland caterans in the hands of a people who have displayed, in so sixteenth century. The general result was that an island half the size of Ireland, of the beauty ment and their appreciation of the benefits of and picturesqueness indicated by its name, of an extended commerce. - Times. extraordinary fertility, and of considerable mineral wealth, was practically abandoned THE SALE OF THE GERMAN "AUXI scanty population unacquainted with even the

> The Times correspondent has described the change which has been wrought in less than ten years by the wise, firm, and skilful administration of the new masters of the country, and by the happy admixture of moderation with severity which they have displayed. Almost without the knowledge of Europe, or at least without exciting either observation or comment, the necessary steps for complete military occupation were taken, the savages were subdued, driven from their fastnesses, an compelled to submit themselves to the requirements of the orderly government, railroads were made and projected, mining and agriculture were promoted, life and property were rendered secure, post offices, telegraphs, tele phones, and even savings banks have been not only introduced, but carried into the most remote parts of the country, excellent schools have been established in every district, and hospitals in every considerable town, with what we may perhaps call "cottage hospitals" in smaller places. In order to supply these hospitals with doctors, a medical school on European principles, to which students from China are admitted, has been set on foot; and, indeed, all the essentials and many of the accessories of advanced civilization are being brought to the doors of the inhabitants. Japanese money has been lavishly expended for the development of the great natural resources of the country, and the public revenue, which fell short of three million yen in 1896, reached nearly thirteen million yen (£1,300,000) in 1903. Not less notewortly than other indications of progress is the care taken by the authorities of the public health. The construction, drainage, and water supply of habitations have all received attention, and it is probable that the sanitary authorities of a good many English provincial towns might learn useful lessons from the reforms which have

rudiments of civilization.

been introduced into Formosa; while the method of dealing with opium smokers might possibly afford instruction to many of those amongst ourselves who are in difficulties with regard to the control of habitual drunkards. In Japan itself opium smoking is an offence against the law, and is severely punished; but it was found existing as an habitual practice in Formosa, and the question arose how it could be checked and ultimately extinguished. In this, as in other matters, the principle of avoidpractice before the Japanese occupation; while doctors and schoolmasters are instructed to teach the harmful nature of the drug. In 1900, among a population of three millions, there were 169,064 months had fallen to 152,044. There was, of course, a corresponding reduction in the opium revenue; but the Japanese financial authorities are content to seek for compensation in directions not injurious to the people. It is, perhaps, to be feared that the tendency of some amongst ourselves to drink the country out of debt has not been similarly discouraged by English for Russia is chiefly confined to those moving ! Chancellors of the Exchequer.

progress which we have described, and which fairly challenges comparison with the best colonizing work done by our own people, may be to some extent arrested by the war in which our allies are engaged, and which must necessarily entail so heavy a drain upon their resources as to diminish the amount of money available for the development of Formosa. The situation of can owned. the island, however, as well as the value and character of its chief products, should render i a field of much promise for the investment foreign capital; and we trust that the Japanese who are as deeply pledged as ourselves to the themselves of, or even to invite and welcome, any north of Hongkong, the situation is such as to and many of the products of the island, however much they might be increased in amount, would of Kelung, which is close to the treaty port | Kuban N.D.L ... Auguste Victoria which were brought into operation under the superintendence of an English engineer. Formosa is the principal source of camphor, which 500,000 taels (about £170,000) to considerable export trade in sugar, tea, indigo, rising above 82 degrees, and not falling below 57. while the whole of the western sid is sheltered by a range of mountains. It is a matter for sincere congratulation that so fair a country should be reclaimed from the barbarism under which it has so long languished, and still more so that its reclamation should be at the remarkable a manner, their genius for govern-

LIARY CRUISERS" TO RUSSIA.

A Times correspondent signing himself "X" settles very conclusively the status of the German ships sold to Russia, about which there has been much argument at Home. He says: Your Berlin Correspondent, with his usual fairness, has given publicity to the endeavours of the National Zeitung to prove that the German liners sold to Russia, and now patrolling the seas as Russian second-class cruisers, cannot properly be described as having been auxiliary cruisers of the Imperial German navy in the same sense as our own line s borne on the British Admiralty list are described as British

auxiliary cruisers. The explanations given by the National Zeitung can hardly hold water. In the letter which you did me the honour to publish on September 19, and which appears to have elicited your German contemporary's rejoinder, I took. it is true, as my authority. not a German publication, but Brassey's "Naval Annual" for 1904. Now, however, I have before me the German 'Taschenbuch der Kriegesslotten" for 1904, edited by an officer of the German navy, which gives on the very same page (p. 104), and precisely under the same heading, a list of German and British crujsers available as auxiliary cruisers (voramsichtliche Hilfskreuzer). No indication is given of any difference whatever between the status of the German ships borne on that list and that of the British ships borne. on our Admiralty list. The German list contains the names of all the four ships I mentioned as having been sold to Russia, together with a description of their presumable armaments. In these circumstances I can but leave the National Zeitung to settle the question with the German Naval Annual. I need only observe that the German Naval Annual was published before there was any reason to expect that the status of these German liners would give rise to any controversy, whilst the assertions of the National Zeitung are in the nature of an ex

post facto apology.

ENLARGEMENTS

The best way to preserve your Pictures is to have them entarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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Hengkong, 15th August, 1904.

Hongkong, 8th August, 1904.

THE MARINE INSURANCE MARKET.

LONDON, 23rd September. Under this caption, the Times correspondent wrote: Insurance business of coal steamers up from Eastern ports, and rates are 25 and 30 It is impossible not to feel some fear lest the guineas per cent. Reinsurances have been placed at 55 guineas per cent. (to pay or receive as under the original policy) on some of the non-contraband cargo of the sunken steamer Knight Commander-trainway cars for Tokyo. The appeal at St. Petersburg of the owners of the hull will, of course, be supported by the British Government, but the cargo was Ameri-

> The Russian auxiliary cruisers seem to have got weary of stopping and shadowing harmless Mediterranean colliers. The British steamer Kirkwall, with coal from Cardiff for Constantinople, has at last left Vigo, where she was being watched by the Don.

> It is now possible to give a practically complete list of the foreign steamers which the Russians have so far turned into auxiliary cruisers and transports. Purchases have been made in addition to those given below, but these steamers have not yet revealed their identity under Russian ownership:-

SECOND-CLASS AUXILIARY CRUISERS. ... Hamb-Amer. Fürst Bismarck ...Kaiserin Maria Theresa

SECOND-CLASS TRANSPORTS. Hamb.-Amer. Relgia

French str... Franche-Comte Argun (also called Alexei Trapani) Geeman str ... Hafis Mr. Balfour stated before the shipping deputation that a British steamer had been

sold to the Russians for war service, and this is a new vessel built by Vickers, of Barrow, under the name of Vickers-town. She was sold to a M. Boul, who insured her in Paris as a French steamer. Fifteen days afterwards the the purchase of certain Japanese property on be greatly increased in the near future and to insurance was cancelled and the Franche-Comte the island. Some attempt at the preservation create wants which can only be supplied by sailed direct to the Baltic. It will be observed of order seems after this to have been made by imports. The climate is by no means unfavour- that the sale to Russia was the act of the tramp steamer owned by H. G. C. Renck.

London, 24th September. The British steamer Crusader is reported to have been captured by the Japanese in the Tsugaru Straits and taken as a prize to Hakedate. She was on a voyage from Portland. Oregon, to Shanghai, and the cargo was insured for that voyage, with leave to call at Japan for coal. Surprise is expressed that she should have been so far north as the Tsugara Straits. The hull was insured against war risks in Novem er last with a warranty of no contraband, but this warranty was cancelled in March in return for an additional premium. The Crusader is 4,210 tons, owned by Messrs. Smales, f Whithy.

An outbreak of beri-beri which occurred among the Chinese coolies first shipped from Hongkong to South Africa has led to additional precautions being taken against disease in these coolie shipments. A large Clayton disinfecting (and fire extinguishing) machine has been sent to Hongkong for port use. The steamers Cranley and Swanley, engaged in coolie work, are already equipped with this sulphur-dioxide system, and I understand that other coolie steamers are to be fitted shortly. As a fire extinguisher the Clayton system is rapidly securing the favour of shipowners. Some .7 steamers and 20 sailing ships have been or are being equipped-most of them arranged within the past two years. Among the leading shipowners who have adopted the system are the New Zealand Shipping Company, Harris and Dixon, Manchester Liners, Nautilus SS. Co., Union of New Zealand, Pacific Mail S.S. Co., Great Northern S.S. Co, Societe Generale de Transport. E. F. and W. Roberts, A. C. de Freitas of Hamburg, the North-German Lloyd and A. Sewall & Co.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :-

On the 26th at 11.25 a.m. The barometer has risen slightly in Central China and fallen over the Pacific, but the changes of pressure are not important.

High pressure continues over north and contral Chips, and on area of low pressure is indicated in the Pacific, eastward of the Southern Philippines.

Moderate to fresh monsoon prevails over the greater part of the China Sea and in the For-

Forecast :- Moderate to fresh N.E. winds.

TRADE

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS 18 A

PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

CO., LD.

NEW PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER PIANO PLAYERS

\$385 AND \$500 PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED PIANOS BY BECHSTEIN. KAPS.

HOPKINSON. KRAUSS.

RACHALS.

GRANDS Hire or Credit Hongkong, 10th October, 1904.

DENTIST

Latest American Methods Reasonable Fees. No charge for examinations.

Office hours 9 A.M. to 5 P.M

1st FLOOR, WATKINS' BUILDINGS, 31, Queen's Road Central. Hongkong, 19th October, 1904.

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until untermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed

Lieber's. P.O. Box, 38. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

HOUSE Immediately at the Peak, or Plantation or Barker Road. Apply to-S. J. DAVID & CO.

Hongkong, 27th October, 1904. ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming St. ANDREW'S BALL, on 30TH NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether

Married or Single. DAVID WOOD, Hon, Secretary, St. Andrew's Ball Committee.

Hongkong, 27th October, 1904. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. HHE Steamship

"ARRATOON APCAR." having arrived from the above ports, Consignees of Cargo are hereby informed that their Go ds THE Company's Steamship will be delivered from alongside,

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 28th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignaes of Cargo from SINGAPORE and PENANG are requested to take IM. MEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & CO., LD.,

Hongkong, 26th October, 1904. NORDDEUTSCHER LLUYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. HHE Steamship

"PRINZ REGENT LUITPOLD," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 1st. November, at 9.30 A.M.

All Claims must reach us before the 7th November, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agonta, - Hongkong, 25th October, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

instructions are given to the contrary before 2 P.M., To-DAY, the 26th inst. Goods not cleared by the 1st proximo, at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT. Superintendent. Hongkong, 26th October, 1904. OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-

TION COMPANY, LIMITED.

ONSIGNEES per Company's Steamer

"PYRRHUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will to ready for delivery from Craft or Godown on and after the 28th instant.

has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 2nd prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a ter the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 26th October, 1904.

ADVERTISEMENTS NEW

WANTED:

RELIABLE CHINESE COMPRA. DORE, for a First-class Business. Must be able to give \$10,000 Cash Security. Care of Daily Press Office.

FOR SALE. CITEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam; fitted with 6 H. P.

Hongkong, 27th October, 1904

Motor; speed about 7 miles; perfect order. Apply to-Care of Daily Press Office. Hongkong, 27th October 1914

NOTICE OF REMOVAL. . TESSES. F. BLACKHEAD & CO. have REMOVED their business to the Ground Floor of ST. GEORGE'S, BUILD-

Hongkong, 27th October, 1904. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAIMUN," Captain Robson, will be despatched for the above ports TO-MORROW, the 28th inst., at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 26th October, 1904. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND

SHANGHAI.

"TRIESTE. having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 2nd November, or they will not

be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd November, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO.,

Agents. Hongkong, 26th October, 1904.

INTIMATIONS

SEE THAT YOU GET GOOD BREAD ON YOUR TABLE.

Bread in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible and the work is under constant foreign supervision only.

The best flour is used. Graham flour. Special Rates to Hotels, Messes, Clubs,

Boarding Houses, and Large Consumers H. RUTTONJEE, Execution of Edition of the Control of the Control

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

Alteration in setting of Tide-gauges.

NOTICE IS HEREBY GIVEN that on or about the 1st November, the tidegauges in the approaches to Canton will be altered to show the height of water above the low water plane corresponding to the standard

zero at Canton and Whampoa. The depths of water at the various shallows. reduced to the above low water plane, are as $follows: \longrightarrow$

Second Bar, Eastern Channel 13 feet. Tai Shak Barrier (depth corresponding to setting of present gauge.) 9 feet. Tai Mei Spit 10 feet.

Sulphur Point about 6 feet. about 6 feet. J. HOWELL MAY, Harbour Master. Approved. F. J. MAYERS,

Acting Commissioner of Customs. Custom House. Canton, 24th October, 1904.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS.

No. 70. Canton River; Northern Section of Bridge Barrier removed.

NOTICE IS HEREBY GIVEN that on or about the 26th instant, the red light marking the Northern side of the ship channel through the Bridge Barrier will be discontinued.

The Northern Section of the barrier has been removed. The site it occupied is free from dangers, and

a depth of 18 feet at low water spring tides exists within 200 feet of the left Bank of the J. HOWELL MAY,

Harbour Master. Approved. F. J. MAYERS, Acting Commissioner of Customs. Custom House.

Canton, 24th October, 1904.

WHISKIES.

DUCHANAN'S CELEBRATED | Boilers. BLENDS of SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to Optional Cargo will be landed, unless notice His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised through out the World as the Best.

Buchanan Blend Black and White Royal Household ... \$20.50 Try one case and you will never want any other

Whisky. A. CHAZALON & CO., Wine Merchants and General Storekeepers, 6. Queen's Road. Hongkong, 22nd August, 1904.

INTIMATIONS

ZETLAND LODGE No. 525, E.C.

REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on TUESDAY, the lst November, at 8.30 for 9 P.M. precisely, Visiting Brothron are cordielly invited to attend. Hongkong, 26th October, 1904.

EOTHEN MARK LODGE, No. 264.

REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-MORROW (FRIDAY), the 28th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th October, 1904.

C. M. S. BAXTER SCHOOLS. THE ANNUAL SALE OF WORK in aid

of the above will be held in the City Hall on TUESDAY, November 1st, from 3 to 6 o'clock. The favour of your attendance is requested. Hengkong, 26th October, 1904.

We respectfully invite the Public to an EXHIBITION OF WATER COLOUR. PAINTINGS

NOTICE.

BY RENOWNED JAPANESE ARTISTS, THO be held on the First Floor of No. 10, Lucen's Road Coutral, for TEN DAYS. PROXIMO.

in the Arts of Peace as the Glorious Victories of our Army and Navy proclaim the nation's attainments in the Art of War. Your Sympathy with our Country in the

present struggle will add to the value of the Paintings as Mementos. They are most suitable for CHRISTMAS and NEW YEAR GIFTS. A Number of Pictures relating to the War will be included in the Exhibition. G. FUKUCHI.

(of Yokohama). Hongkong, 25th October, 1904. NOTICE.

THE SOUTH CHINA TRADING COM PANY have this day started basiness as IMPORT, EXPORT AND GENERAL COMMISSION AGENTS at No. 18, Bank Buildings, First Floor. E: MOOTEE.

General Manager Hongkong, 21st October, 1904. NOTICE.

TAKES, ERMA GUIOU having purchased of Mrs. HELENA WILLSON from the 1st November, 1904, the business of a Boarling House lately carried on by Mrs. WILLSON, at 49, Pottinger Street, Victoria, RUTTONJEE is prepared to deliver | Hongkong; the business will hereafter as from the 1st November, 1904, be continued by Mrs. ERMA GUIOU under the Style of the "PENSION FRANCAISE."

All Debts due by and to Mrs. HELENA WILLSON up to the 31st October, 1904, will Brown Bread made from the well-known be paid and received by Mrs. WILLSON. Dated this 20th day of October, 1904.

ERMA GUIOU. HELENA WILLSON.

ROM 1st November, A EUROPEAN STEWARD for the above Club. Salary to commence \$120.00 per month, Applications in writing, accompanied by references, to be addressed to the undersigned HAROLD C. AUSTEN,

Hon. Secretary. Kowloon, 22nd October, 1904. STEAMSHIP "BARON GORDON" ASHORE ON THE BOMBAY SHOAL.

TENDERS will be received at the Office of the undersigned up to Noon, on THURSDAY, 27th October, for :-(1) Salvage of all gear and materials on the basis of percentage of the value recovered.

No cure no pay, (2) Purchase of the vessel as she lies on the Bombay Shoal. The undersigned do not bind themselves to accept the highest or any tender.

 GILMAN & CO., Lloyd's Agents. Hongkong, 22nd October, 1904 FOR SALE.

FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground 2527 near to above.

For particulars, apply to-TURNER & CO. Hongkong, 22nd October, 1904. FOR SALE.

MERICAN Bark "EVIE J. RAY," 919 1. tons not register, now in port. For parti culars, apply to the Captain on Board or SANDER, WIELER & CO., Agents.

Hongkong, 15th October, 1904. THE SWATOW GRASS CLOTH, SILI and DRAWN THREAD

DEPARTMENT. Wholesale and retail quotations particulars and samples, will be sent free on application to

the above depôt. Swatow, 3th June, 1904. PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and

Call Flag W. J. W. KEW Manager. 1st Floor, 37, Connaught Road Hougkong, 13th June, 1903.

TONG CHONG WO & CO. No 98, QUEEN'S ROAD CENTRAL,

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited. Hengkong, 26th May, 1904.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

CHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt. JOHN D. HUMPHREYS & SON.

General Managers. Hongkong, 19th October, 1904. UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND of \$35 per Share for the year 1903, equivalent to 35% on the paidup Capital of \$100 per Share, has been declared. Warrants will be issued on the 21st October. By Order of the Board. C. MONTAGUE EDE, Acting Secretary.

Hongkong, 21st October, 1904.

LOST.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

FITHE CERTIFICATE No. 3232 of 50 SHARES numbered 83121/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will from the 28TH INST., TO THE 7TH be issued one month hence, and that the Original Certificate unless produced within that The Paintings show the attainments of Japan period will thereafter be held by the Company as null and void SHEWAN, TOMES & CO.,

General Managers. Hongkong, 19th October, 1904.

AUCTION PUBLIC AUCTION.

DARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 31st day of OCTOBER, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at To-kwa-wan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

DADWICKTARS OF THE LOT.

No. of Sale.	Registry No.	Losslity.	1	Bour Icasur	dary ements	Contents a Square F.		Upset Price.	
~	E.	t.	NE.	SW.	SE.	NW.			
-	No.	Wan	ft.	ft.	it.	ft.		3	8
	Kowloon, rine Lot	To-kwa W			13.1				
1	Marine	10-1	250	350	400	400	140,000	804	21,0

BOARD AND RESIDENCE

"GLENWOOD, 27, CAINE ROAD. Hongkong, 19th March, 1904.

"TANG YUEN." BOARDING ESTABLISHMENT. European Supervision. Excellent Cuisin

and Accompledation. MANAGERESS, Apply-Macdonnell Road FAIRALL & CO., Queen's Road Hongkong, 2nd March, 1903.

BOARD AND RESIDENCE. COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1992. THRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS. MACEWEN, FRICKEL & CO.

TINDERTAKE to Deliver Gifts, &c. (Free of Charge to Consignee) in any part of the World LATEST SHIPPING DATES. To England Nov. 8th To France Nov. 15th To Germany Nov. 9th To Italy Nov. 9th
To United States via San Francisco Nov. 8th To United States via Suez Canal ... Oct. 10th | Calcutta To India To South Africa Oct. 21st | Dalny

WORK To Australia Oct. 21st To Canada Nov. 8th China Parcel Express. OFFICE-3, DUDDELL STREET. Hongkoug, 8th October, 1904.

> PHOTOGRAPHER AND PORTRAIT EXEVELOPING and PRINTING Undertaken. Views for Sale.

TAI WOO,

36, Queen's Road Central, 2nd Floor. Hongkong, 8th August, 1904. DUINART PERE & FILS, REIMS

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CC. Sole Agenta.

Hongkong 18th May, 1903. NOTICE TO KOWLOUN RESIDENTS TEMPORARY OFFICES WHILE NEW OFFICES TAXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S

BANKS

FITHE CHARTERED BANK OF INDI-AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 185

HEAD OFFICE-LONDON. CAPITAL PAID-UP.....£800,00 RESERVE LIABILITY OF SHARE-HOLDERS£800,004 Reserve Fund......£800,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balancer. On Fixed Deposits for 12 months 4 per cent. T. P. COUHRANE. Manager. Hongkong, 19th May 1994.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISHD CAPITAL£1,500,000 Subscribed 1,125,000 PAID-UP RESERVE FUND

BANKERS: LONDON JOINT STOCK BANK, LIMITED INTEREST allowed on Current Accounts a the rate of 2°/, per annum on the Daily balance ON FIXED DEPOSITS :-For 12 months......4 7

EVAN ORMISTON, Manager. Hongkong, 23rd May, 1903. THE BANK OF TAIWAN (FORMOSA, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

PAID-UP CAPITAL 2,500,000 HEAD OFFICE: TAIPEH, FORMOSA. HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street). BEANCHES:-AMOY. KOBE. TAINAN.

AUTHORISED CAPITALYen 5,000,000

HONGKONG-INTEREST ALLOWED. On current account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per Annum S. SHIGENAGA, Manager. Hongkong, 2nd February, 1903. INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits. Gold \$7,992,173,37=about £1,640,000. Capital and Surplus authorised, Gold \$10,000,000 =£2,055,000. HEAD OFFICE: 1. WALL STREET, NEW YORK.

HOUSE, E.C. Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA,

LONDON OFFICE: THERADNEEDLE

and Agents all over the World. London and Continental Bankers :-NATIONAL PROVINCIAL BANK OF ENGLAND, UNION OF LONDON AND SMITH'S BANK, LIMITED.

CREDIT LYONNAIS, DRESDNER BANK.

COMPTOIR NATIONAL D'ESCOMPTE DE

CANTON,

PARIS, &c. The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH: 20. DES VŒUX ROAD CENTRAL. CHARLES B. SCOTT. Manager, Hongkong, 25th July, 1904,

QUSSO- HINESE DANK

ORGANISED UNDER IMPERIAL DECREE OF

10TH DECEMBER, 1895.

CAPITAL contributed by CHINESE GOVERNMENT...5,000,000 Kouping Taels. (EQUIVALENT TO.,.....£2,150,000 Stg.)

RESERVE FUND...... Roubles 2,060,000 SPECIAL RESERVES Roubles, 1,700,000 HEAD OFFICE-ST. PETERSBURG.

BRANCHES AND AGENCIE Khabarovsk Port Arthur Andijan Khokand Samarkand BlagowestchenskKiachta San Francisco Shanghai Kobe Stretensk Kouldja Tachkent Tohita Krasnoiarak

KwantchendzeThougoutchak Liaoyang Tielin Moscow Tientsin Hakhodate Moukden Tsitsikar Nagasaki Verchneouding k Hankow Harbin Newchwang Verniv Nicolajeffsk Vladivostock Hongkong Ouliasitai Yokohama Irkoutsk Zeiskaia Pristan Ourga Kalgan Kashgar Paris . Peking

BANKERS. LONDON-Glyn, Mills, Currie & Co PARIS-Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN-Mendellsohn & Co. HAMBURG-M. M. Warburg & Co. VIENNA-K. K. Priv. Oesterr. Credit Anstalt für Handel Gewerbe. AMSTERDAM-Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities in the world bought and sold.

IN PRINCES' BUILDINGS ARE BEING BUILT), VICTORIA HOTEL BUILDINGS. Ice House Street.

HONGKONG BRANCH

BANKS

THE TOKOHA VA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED RESERVE FUND..... 9,520,000

HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENCIES. Nogasaki New York Lyons Honolulu Bombay San Francisco Newchwang Tientsin Shanghai Peking Dalny

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED PARR'S BANK, LIMITED. THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per ar num TARO HODŠUMI,

Hongkong, 12th September, 1904. HONGKONG SAVINGS BANK.

FINE Business of the above Bank is cond toted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 34 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai

J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1992.

ING CORPORATION RESERVE FUND-

RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS. A. J. RAYMOND, Esq.—Chairman. H. E. TOMKINS, Esq.—Deputy Chairman. N. A. Siebs, Esq. E. Goetz, Esq. H. W. Slade, Esq. -

E. Shellim, Esq. CHIEF MANAGER

Hon. W. J. Gresson,

MANAGER:

LONDON BANKERS-LONDON AND COUNTY

HONGKONG-INTEREST ALLOWED. ON FIXED DEPOSITS. For 3 months, 24 per cent per Annum. For 6 months, 31 per cent. per Annum, For 12 months 1 per cent. per Annum. J. R. M. SMITH, Chief Menager,

THE TEUTSCH-ASIATISCHE BANK.

HEAD OFFICE—SHANGHAI, BOARD OF DIRECTORS BERLIN.

Tientain Tsingtau (Kiantschou) LONDON BANKERS Messrs, N. M. ROTHSCHILD & SONS. THE UNION OF LONDON AND SMITHS

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account DEPOSITS received on terms which may be

Manager. Hongkong, 11th August 1904 MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE

Singapore Tientsun. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Trans-

H. C. MARSHALL, Acting Manager. Hongkong, 17th May, 1904.

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Agencies :-CHOW LEUNG YEK, Fire Cracker Factory

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Manager.

BANKING CORPOBATION.

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STERLING RESERVE ... \$10,000,000 SILVER RESERVE ... 7,000,000

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CHEE CHEONG, Dealer in Human Hair. SHUN LOONG, Preserved Ginger Factory.

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Hongkong, 22nd December, 1902.

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12TH NOVEMBER, 1896. HEAD OFFICE-SHANGHAL BEANCHES AND AGENCIES. Canton: Peking Chefoo Penang Hankew

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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The Undersigned are now prepared GRANT POLICIES of INSURANC. against FIRE at Curent Rates. DOUGLAS LAPRAIK & CO. Agents for the Phonix Fire Office

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FIRE and LIFE.

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ANCE. Prospectuses on application.

TOTAL FUNDS AT 31ST DECEMBER, 1903. £16,893,650. I. AUTHORISED CAPITAL... £3,000,000 SUBSCRIBED CAPITAL ... 2,750,000.

PAID-UP CAPITAL 687,500 0 II. FIRE FUNDS...... 3,056,961 12 The Undersigned AGENTS for the above

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Hongkong, 18th June, 1904. WESTERN ASSURANCE COMPANY O.

> INCORPORATED A.D. 1851. MARINE BRANCH.

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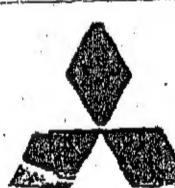
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BEWARE OF JAPANESE IMITATIONS.

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CANVAS LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents

A. LING & CO., FURNITU RE STORE. PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.



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DEPARTMENT MARUNO-UCHI. TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies. Al, ABC 5th Edition, Western Union Codes

MANAGER, MITSUBISHI Co., with name of place under. BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

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YOKOHAMA: M. ASADA. CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenala; the Imperial Railway; Sanyo, Kiushu and the other Principal Rail ways; Industrial Works; Home and Foreign

Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namezuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen ·Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Maisushima Coals. The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1003 by the Company amounted

to 1,210,000 tons. TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this wellknown best and most economical steam Coal in the East is now produced in abundance and 37, DES VEUX ROAD CENTRAL, HONGKONG. can be supplied in any quantity. Hongkong, 26th April, 1904.

SCIENTIFIC MISCELLANY.

AIR PUMP CONTROL OF BALLOONS-A SINGU-HEART-A NEW MOUSE.

old as modern ballooning. It is said to have London journal, the world, or at least balloon, but it was forgotten until 1884, when logically follow from this appreciation Renard used air-reservoirs for maintaining the Japan's progress that similar approval would i shape of captive balloons. The first real trials of bestowed upon endeavours made by China i being thus maintained in spite of great changes | their last defences at Liaoyang." Now this in moisture and temperature.

Also to accept proposals for LIFE ASSURand are mistaken for foliage.

steam pressure forcibly ejects them.

small proportion of phosphorus with a large sums up :ed that a mass of 400 pounds of iron will be something with which they have no concern. made so hard to a depth of a twenty-fifth of an Now we ask again, if a reformed, reorganised, welded.

of the poison. He finds but little arsenic in | Kobe Chronicle. the meat of oxygen and calves, but a larger quantity in fish, and a high proportion in mackerel and lobsters. But little is contained other wines yield arsenio, and sea-salt has considerable of it. The arsenic is eliminated crop of hair is regularly out.

etc.-with about 30 per cent. of iron, nickel detrimental to his health. or cobalt. When such an alloy is rubbed Nothing in the way of dress better developed capable of lighting a mixture of air and gas.

The new "Flora of Pennsylvania," upon which the late Dr. T. C. Porter laboured nearly seventy years, enumerates 2,201 species of plants, representing 655 genera, 156 families and 48 view. orders. This does not include the ferns.

The stellar universe has a background of pearly-white, which always fills the field of a clothes for growing boys. telescope with a faint luminosity, and astronomers are guessing as to whether this shimmering-shroud is made up of quadrillions of suns, lous matter. The pearly veil is torn in places, Highlands to see this. at least 100 jet-black wells or dark spaces being shown in the constellations Sagittarius and Scorpio by the 16-inch telescope of the Lowe men Observatory. In one of these dark fields is cleared of matter in the building up of this and so gave their limbs full scope to develop." mighty star. Other stars are near black wells or supposed openings into outer space.

The grippe and excessive mest eating are the causes to which Lucas Championniere attributes appendicitis. He has found that cases not preceded by an attack of grippe are very rare, and that they are practically unknown in the vegeturian districts of France and other countries. The very few cases he has known among vegetarians have been insignificant, recovery taking place in a few days without operation.

The case of a healthy man of 61 whose heart beats only 30 times a minute, the normal rate being from 70 to 80, has been recorded by Dr. Seiffert of Berlin. In another case reported the beats numbered only 22, but the patient was suffering from heart disease.

An entirely new mammal in the British Isles is the astonishing discovery of J. G. Millais. It is a vole-Microtus orcadensis-and it is totally distinct from the common short-tailed field-mouse and all other known forms.

> KALYDOR cutaneous oruptions, and insures a lovely delicate complexion to all who use it.
> 2/3, 4/6, of Stores and Chemists.

[8353-2

THE AMERICAN SYSTEM ENTISTRY

DE.M. H. CHAUN. From the University of Pennsylvania, U.S.A. [112 | Hongkong, 3rd June, 1904

THE YELLOW PERIL.

It is extremely interesting to note what a LAR INSECT-A GREAT GEYSER-IRON striking difference in sentiment is produced by HARDENING-ARSENIC IN OUR FOOD-GAS- a change in the point of view. The Times, for LIGHTING ALLOYS-STRLLAR SPACE AND example, holds that Japan is entitled to the DEYOND-APPENDICITIS AGAIN-A SLOW highest praise for the reformation in her government and institutions, and the creation of an efficient Army and Navy within the The idea of regulating the height of balloons space of little more than a generation, while we by means of collapsible air-bags seems to be as furthermore gather that, in the view of the been suggested by Gen. Meusnier in 1783, on English-speaking world, is the better and th the day before the first ascent of a hydrogen richer for these things. Now it would seem to the air bag regulator -- or ballonet, as it is called. the same direction. But that does not seen -seems to have been in two balloons constructed to be the case. The Times says the idea prelast year. The ballonet is placed around the valent upon the Cont next is "that the awakenlower part of the balloon, with means for infla- ing of China will follow the awakening of ting and a valve for emptying, and the gas Japan, and that, a generation or two hence, envelope is closed and provided with a safety- Europe will stand face to face with a yellow valve to ensure against too great pressure. In | confederacy, able to put into the field five or two trips described by Henry de la Vaux, the six millions of men as brave, as well disciplined, tendency of the balloon to shoot upward on and as well armed as those whom we have been emerging from cloud into bright sunshine was watching as they stormed the Manchurian counteracted by filling the air-bag, a low level heights and drove the Russian regiments out of described by the Times as " an ugly possibility," but the London journal consoles itself with the Protective mimicry has a curious illustration reflection that to believe in such a possibility in an insect of British East Africa described by one mus first be convinced that the Chinese Prof. Gregory. Some individuals of each sex character could or would level itself to such a are bright pink and others are bright green, and transformation as that which has been seen in as they sit motionless for hours sucking sap, Japan during the last forty years; and it is a the pink ones collect on the lower part of the satisfaction to know that the larger majority of stem, where they look like drooping flowers, | skelled observers, the men who know (think best, while the green ones take a place farther out | are utterty sceptical on the point." This is frank if supremely selfish. Japan is to be J. A. Warnock, states that it plays about 22 to know that China is not likely to times each month, the "shots" often reaching follow suit. If the transformation of China a height of 900 to 1,200 feet, and the basin be an "ugly possibility" for Europe, it is covers about 21 acres. One theory is that loose surely a little unjust to condemn the Chinastones fall into the neck of a tunnel filled with man for not being other than he is when a het water, closing the passage until the rising change of heart might prove a menace to Europe. Yet this is what the Times goes on to do, and after a consideration of the situation of The new iron hardening process of two China in the light of information supplied by Prussian metallurgists consists in adding a its Peking correspondent, our contemporary

amount of carbon. The iron is placed in a In a word, there is as yet no ground for tempering powder of bone-dust, to which are believing that the Chinese official class has added 300 grains of ferrocyanide of potassium, taken, or is likely to take, the first essential 250 grains of cyanide of potassium, and 400 step towards good government or towards grains of phosphorus, and the receptacle, closed developing the nation's resources. With a few and luted with clay, is raised to a clear red or honourable but inadequate exceptions, they do white heat. Taken out while still hot, the not know what common honesty means; or, if metal is plunged into a warm bath. It is claim- they do, they are united in regarding it as

inch that it can neither be cut nor chipped with and progressive China is an "ugly possibility" the hardest steel, but that it still can be readily for Europe, and if it be a "satisfaction" to know that Chinese "character" cannot lend itself to such a transformation, is it not some-Having shown that the human body normally what un air to condemn the Chinaman when contains a minute quantity of arsenic, Prof. his character, being what it is, removes a source Armand Gantier has investigated the sources of considerable apprehension from Europe?

THE KILT FOR ENGLISH BOYS.

Mr. J. Cantlie, F.R.C.S., formerly of Hougfrom the human body by the excretions, and kong, is becoming famous at Home as a health especially by the cutting of the hair, beard and crank of the first water. His latest is the cult nails. The curious observation is made that a of the Kilt, which, in a highly interesting bald-headed man may store up more of the lecture on "Personal and Domestic Hygiene," poison than a man from whose head a good at the Polytechnic, Regent-street, he stated to be the most healthy form of attire for boys.

It was too often the wish of mothers, he Pyrophoric alloys for igniting gases are said, that their boys should look like little men. produced by Welsbach by fusing one or more A little boy might look pretty in a middy's of the rare earth metals-lanthanum, cerium, cos'ume, but such tight-fitting clothes were

with a file, it emits brilliant sparks that are the all-important physical blessings of health and strength than the kilted skirt. It gave a warmth to the loins most conducive to the strength of the future man. The kilt was excellent for men, but most

important for boys, from the health point of

A distinguished physician told an Express representative that undoubtedly from a health standpoint kilts were quite the best kind of

"Boys nowadays in Eton suits and tight fitting collars do not stand the same chance in the but le for health as boys who wear looseor whether the universe is immersed in nebu- fitting garments. You have only to go to the TO. 6, UPPER MOSQUE_TERRACE,

"In the Highlands those children who wear kilts are invariably strong, and turn out fine

"Then again, look at our Scotch regim ents. Antares, which is computed to be about one No stronger or finer set of men exist throughquadrillion miles from us and to have 88,000 out the service. I put most of this strength times the mass of our sun, and it is suggested down to the fact that many of the man in their that space over a certain area may have been | youth wore kilts or clothes which were loose,

MANCHUS AND CHINESE.

A letter from Peking states that during a recent private audience of Prince Ching before their Majesties the Emperor and the Empress Dowager, his Highness lamented the lack of talent and enterpris among those of Manchu blood and earnestly advocated that the "caste," or race line hitherto drawn between Manchus and Chinese, be abolished, and so long as a man should have the necessary ability and knowledge he should be given the position his talents fitted him for without regard to the fact of his being a Mancha or a Chinese. In other words, Prince Ching recommended that Chinese shall from henceforth be given equal chances with Manchus to hold prats of honour and responsibility in the Imperial Government, and that positions, hitherto peculiarly vested in Manchus be also given to Chinese and vice versa. It is stated that their Majesties welcomed the suggestions of Prince Ching and that there is a good chance of seeing RD FLOOR, suitable for Office. an Imperial edict on the subject abolishing race distinctions in the holding of office for ever. It will be remembered the Empress Dowager made a decided step in this direction in 1902, when she issued a special decree permitting Chinese and Manchus to intermarry, hitherto prohibited by Imperial proclamations of the first Emperors of the present dynasty. In this connection her Majesty, it will be remembered, also exhorted Chinese parents to abolish the cruel custom of foot-binding, speaking strongly against it in her decree.-N.-C. Daily News.

REGISTRATION

CHINA TRADE MARKS

Copies of the EXPERIMENTAL REGULATIONS now in force may be obtained at the Daily Press

Price 25 cents each. Cash with order. Hongkong, 6th October, 1904.

HEADACHE AND DEPRESSION. RANISHED BY BILE BEANS.

Headache renders its victims incapable of using the faculties of mind or body. It is a result of nervous exhaustion and poison in the system owing to the liver and digestive organs being run down or incapable of doing the work demanded of them. The natural and unfailing remedy for this state of affairs is to assist and stimulate those organs, and to restore them to their natural healthy condition. That is precisely what Chas. Forde's Bile Beans do. Mrs. Knight, of 17, St. Edmund Street,

Northampton, England, says:

"My illness commenced at first like a bilious attack, and gradually grew worse. My headache became so bad that I could not stand, and I was so dizzy that I fell down if I tried to move. I really felt as if I should go mad. The attacks commenced a little over five years ago. The pains across my head were so severe that I felt ulterly helpless.

"I can't convey an adequate idea of my sufferings. I lost appetite, and could not digest what I did eat, and felt sick, weary, and worn out. I went to one doctor and then to another. They eased me for about a day, and then the attacks came on as bad as ever. I spent a lot of money this way. Each day when I got up I never felt fit for anything. Sometimes I tried to work it off, but it was no use. The pains gradually got worse, and then-when as bad as they could be thank God, I found a cure.

"I read of Chas. Forde's Bile Beaus in t pamphlet brought to my door. There was an account of a similar case to mine which Bile Beans had cured, I thought I would try them, so I started with a bottle, and after I had taken that, my head was gotting better. To make praised for the progress shown during the sure of a permanent cure I kept on with the The world's greatest geyser seems to be that last forty years, and the transformation Beans for a few months, and now, as you see, I of Rotorus, in New Zealand. A recent visitor, effected, but the Times is much relieved am the very picture of health. All my friends have noticed it. I have never had my head bad since, and in view of this, and my general manifest improvement. I can say that Bile Beans have absolutely cured me. I feel like a new woman, and shall always keep some of the Beans in the house."

Charles Forde's Bile Beans for Biliousness are a cure for indigestion, anremia, weakness, female ailments, heat fag, malaria, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache. flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity. of blood, a general congestion of the system, and loss of vital force. Of all Chemists and medicine vendors. Price

[2010-1 75 cents (Mex.) per bottle.

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NO. 1, RIPON TERRACE (in FLATS).

HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MOBETON TERRACE, facing the Polo Ground. OFFICES in course of erection. CONNAUGHT ROAD (near BLAKE PIEE).

GODOWNS; PRAYA EAST. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD.. Hongkong, 29th June, 1904.

TO LET.

NO. 58, CAINE ROAD, European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Possession 1st January, 1905.

Apply to-MANAGER, China Merchants S. N. Co. Hongkong, 15th October, 1904.

WO ROOMS, on the First Floor of Alexandra Buildings. Apply to-

SECRETARY. A. S. Watson & Co., Limited. Hongkong, 17th June, 1904. TO LET.

European residence; just renovated, painted and colourwashed; immediate possession Apply to _ G. J. SEQUEIRA. Care of A. R. Marty.

Hongkong, 28th September, 1904. TO LET

NTO. 1, STEWART TERRACE, the Peak. THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. TO LET.

LINE LARGE STORE, in Queen's Road. Central (Best Part). Apply-

Care of Daily Press Office. Hongkong, 6th September, 1904. TO LET.

ENURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon. Care of Daily Press Office.

Hongkong, 5th October, 1904. TO LET. .

WING CHEONG, 35, Queen's Road Central. Hongkong, 3rd June, 1904.

THITHE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL. formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address. Apply to-

YEE SANG FAT, Above Address, Hongkong, 18th October, 1904. TO LET.

JOS. 17, 19 & 21, SEYMOUR ROAD. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD.

COMPRADORE DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 17th September, 1904.

CIGARETTES THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

PROTOPAPAS & CO. ALEXANDRIA & CAIRO, EGYPT.

EGYPTIAN CIGARETTES. FINEST TRADE MARK LOTUS.

Large Size \$5.00 per 10). Gold Tippen Medium Size Large Size \$4 60 per 100

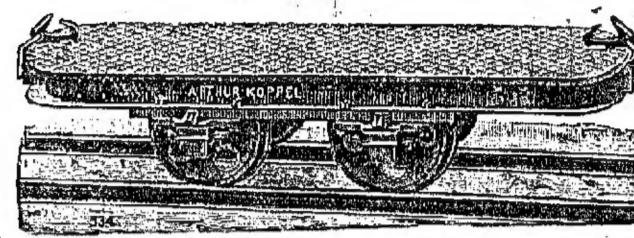
KARIM, Large Size \$3.75 per 100 Medium Size \$3,50 THABIT.

Large Size \$3.00 per 100 Medium \$2.75 per 100

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ARNHOLD. KARBERG & CO.



RAILWAY MATERIAL

LIGHT

LARGE STOCK

Hongkong, 1st October, 190

\$3.75 per 100

ZAFAR,

Medium Size \$4.20

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TIRST FLOOR, No. 10, Queen's Road NO. 6, DES VŒUX ROAD (opposite King Edward Hotel), ONE or TWO Central. Apply to-WANG HING.

Hongkong, 24th October, 1904. TO LET. WO LARGE ROOMS, suitable for Offices,

situated on the 2ND FLOOR of New Building. Electric Light and Elevator. A. G. I. S., Care of Daily Press Office. Hongkong, 22nd September, 1904. | 12287

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants) uarters) H. M. S. H. ESMAIL, 4. Hollywood Road.

Hongkong, 16th August, 1904. TO LET. SHOPS, FIRST CLASS European Style, in Kowloon. Posses-

sion on or about 31st August, 1905. Moderate

Apply to-

Rentals.

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21 et June, 1904. TO LET.

LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904. THE SECRETARY, App'y to-The Bowling Club Ld. Hongkong, 14th July, 1904.

TO LET. EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.

Apply to-JARDINE, MATHESON & CO., -Hongkong, 8th August, 1904

TO LET.

OND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office. Apply to-WING CHEONG. 35. Queen's Road Central.

Hongkong, 3rd November, 1903. HONGKONG CLUB.

TO LET. SUITE of TWO ROOMS, on Ground Floor of the Annex, suitable for

Offices. For particulars apply to the undersigned. Hongkong, 4th June, 1904.

FLATS of Five Rooms each and Servants'

S. MINAMI, Manager, Hongkong.

TO LET

THREE DARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CEN-TRAL, on the same Floor as that occupied by the China Fire Insurance Co.

ROOMS in College Chambers. Also ONE LARGE ROOM with Vorandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton.

Apply to— DAVID SASSOON & CO., LD. Hongkong, 28th September, 1904. TO LET.

NE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39, ROBINSON ROAD. J. ULLMANN & CO., Apply at-34, Queen's Road.

Hongkong, 29th September, 1904.

PANGOUR (PEAK).

THE EYRIE (PEAK). ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE. BELILIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14. 1st Floor. ONE SHOP in BEACONSFIELD AR-CADE.

Hongkong, 3rd October, 1904.

MITSU BISHI DOUKYARD

LINSTEAD & DAVIS.

AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK." NAGASAKI.

A.1; A.B.C., Scotts' and Engineering Codes Used. DOCK No. 1 (at TATEGAMI.) Extreme Length Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ...

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THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILD-ING and MARINE ENGINEERING as well

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[1417 READY at SHORT NOTICE.

Can take vessels up to 1,000 tons gross.

SHIPPING.	
ARRIVALS. ARRIVALS. ARRATOON APCAR, British str., 2,931, G. I. 26th October,—Calcutta 9th Oct., Gene —David Sassoon & Co. BANCA, British str., 3,794, J. B. Fargus 26th Oct.,—London 3rd Sept., Singay	son,

21st Oct., General,-P. & O. S. N. Co. CALLAO, U.S. gunboat, 26th Oct.,-from Canton. EMPRESS OF INDIA, British str., 3,032, R. Archibald, R.N.R., 26th Oct ..- Vancouver Bi

3rd October and Shanghai 23rd, Mails and General.-C. P. R. & Co. HAIMUN, British str., 636, A. Robson, 26th | H October, -Swatow 25th October, General. H -Douglas Lapraik & Co.

HANGSANG, British str., 1,356, Wilde, 26th October,-Canton 25th Oct., General.-Jardine, Matheson & Co. Lyra, American str., 3,516, Geo. V. Williams, 26th Oct., - Manila 24th Oct., General.-

Dodwell & Co. MALACCA, British str., 2,615, A. F. Street, 26th October, -- Yokohama 11th Oct , General. --P. & O. S. N. Co.

M. S. Dollar, British str., 2,674, A. Gab, 26th October,-Kutchinotzu 21st Oct., Coal.-Amhold, Karberg & Co. M. STRUVE, German str., 966, P. Brandt, 26th October, -Tamsui23rd Oct., Amoy24th and

Swatow 25th, General.-Osaka Shosen PETRARCH, German str., 1,252, C. Ahrens, 26th October,-Saigon 21st October, Rice-

Pyrrhus, British str., 2,281, T. Chrimes, 26th October.-Liverpool and Singapore 20th S October, General.—Butterfield & Swire. TRIESTE, Austrian str., 3,203, D. Mistrorigo, S. 26th Oct .. - Shanghai 23rd Oct., General.

-Sander, Wieler & Co. WUHU, British str., 1,227, E. Richards, 26th October, -- Manila 23rd October, Ballast, --Butterfield & Swire.

WOOSUNG, British str., 1,120, Dowson, 26th | S October,-Canton 25th Oct., General.-Butterfield & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 26th October. Carl Diedeicheen, German str., for Heihow. Hangsang, British str., for Taiwanfoo. Hue, French str., for Kwangchauwah. Numantia, German str., for Mojo. Pyrrhus, British str., for Shanghai.

> DEPARTURES. 26th October.

AN PHO. British str., for Swatow. BEUNHILDE, German str., for Bangkok. CHANGCHOW, British str , for Canton. ESANG, British str., for Canton, FOREST DALE, British str., for Samarang. KAIFONG, British str., for Manila. KWANGTAH, Chinese str., for Shanghai. P. R. LUITPOLD, German str., for Shanghai. SEGOVIA, German str., for Yokohama. SHANTUNG, British str., for Hongay. TRIUMPH, German str., for Coast Ports. ZIETEN, German str., for Europe. YUENSANG, British str., for Manila.

VESSELS IN DOCK.

26th October. ABBRDEEN DOCKS.—Belgian King. KOWLOON DOCKS. - U. S. S. Pathfinder, Likin, U.S.S. Fathomer, H.I.G.M.S. Hansu, Tsinan. COBMOPOLITAN DOCK .- Derwent, Chuentiao,

VESSELS ON THE BERTH

Sofala.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CATCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VHNICE and ADRIATIC PORTS). HE Company's Steamship "TRIESTE," TO MORROW, the 28th inst., P. M.

Captain Mistrorigo, will be despatched as above For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents. Princes' Buildings. Hongkong, 4th October, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL PROPOSED SAILINGS FROM HONGKONG.

... ... 25th Nov. "ST. HUGO' 18th Dec. "SHIMOSA" ... For Freight and further information, apply to DODWELL & CO., LD., Agents. Hongkong, 9th August, 1904.

FOR CANTON.

FIRE new and fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain J. McGinty, will leave for Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available Canton at 9 P.M., on SUNDAYS, TUES-DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD. No. 147, Connaught Road Central.

Hongkong, 15th March, 1904 NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER-LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN

PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCHAN S.S. CO., and CHINA MUTUAL S.N. CO. For Further Particulars, apply at the Company's Local Branch Office in Prince's

Building, First Floor, Chater Road. A. S. MIHARA,

Manager. Honglong, 20th May, 1904.

VESSELS ADVEKTISED AS LOADING.

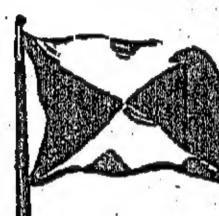
DESTINATION	ишинь в папры	FlAG	CAPTAIN	FOR FREIGHT APPLY T.	ro de despatched
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit, str.	A. F. Street	P. & O. S. N. Co	To-day, Noon.
LONDON, &c., VIA PORTS OF CALL	COROMANDEL		G. M. Montford	P. & O. S. N. Co	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP			******	BUTTERFIELD & SWIRE	12th Nov.
LONDON, AMELERDAM & ANTHERON	_	Brit. str.	McIntosh	GIBB, LIVINGSTON & Co	About 19th Nov.
LONDON & ANTWERP			T. G. Steeves .	BUTTERFIELD & SWIRE	22nd Nov.
LONDON, AMSTERDAM & ANTWERP	ULYSSES			BUTTERFIELD & SWIRE	5th Nov., Noon.
MARSEILLES & LONDON		Ger, str.		MELCHERS & Co	9th Nov., Noon.
BREMEN, VIA PORTS OF CALL			Schülke	HAMBURG-AMERIKA LINIE	4th Nov.
HAVRE & HAMBURG	~	Ger. str.	Madsen	HAMBURG-AMERIKA LINIK	19th Nov
HAVRE & HAMBURG	Connect		Schoenfeldt	HAMBURG-AMERIKA LINIP	29th Nov.
HAVRE & HAMBURG	Comment of the second of the s		Jahure	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG		()	Forut	HAMBURG-AMERIKA LINIK	27th Dec.
HAVRE & HAMBURG	1		von Hoff	HAMBURG-AMERIKA LINIE	11th Jan.
HAVRE & HAMBURG	TRIESTE		Mistrorigo		To-morrow, P.M.
TRIESTE, &c., VIA SINGAPORE, &c.			R. Day	- J. Ct	22nd Nov.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	1 / .		STANDARD OIL CO	About 12th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC			Character & Car Ta	About 25th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	Sr. Hugo		1	D 0 0	2nd Nov
VANCOUVER, VIA SHANGHAI, &c	TARTAR		F. N. Evans	A . T. D. C. D. C. D. C.	16th Nov.
VANCOUVER, VIA SHANGHAI, &c	E. OF INDIA	1	C V VACCILIAND	DODWELL & Co., LIMITED	,
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA		· ·		1st Nov.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &C.	YANGTSZE	Brit. str.	The Land	· · · · · · · · · · · · · · · · · · ·	
PORTLAND, OREGON		· ·	Brehmer	_ A /3	29th inst.
AUSTRALIAN PORTS	TAIYUAN			- 6.0	16th Nov. Noon.
AUSTRALIAN PORTS	EMPIRE		P. T. Helms	GIBB, DIVINGSION & CO	About 29th inst.
YOKOHAMA. VIA SHANGHAI, MOJI & KOBE	CRYLON			P. & O. S. N. Co	99th inst
KOBE	TSINAN			T. T. T. M. M. M. CO.	30th ivst., D'light.
TIENTSIN VIA WEIHAIWEI	EBANG				
CHEFOO & NEWCHWANG	Ракног			1 ~ T C C ^ '	30th inst., A.M.
CHEFOO & DURBAN				GIBB, LIVINGSTON & Co	
SHANGIIAI	TTT			BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	1 337	Brit, str.	Lane minimum me	BUTTERFIELD & SWIRE	
SHANGHAI.	ATT COMMENT OF STATE		Roope	JARDINE, MATHESON & CO	
SHANGHAI, MOJI & KOBE				P. & O. S. N. Co	
SHANGHAI	1 1	Brit. str.		BUTTERFIELD & SWIRE	
SHANGHAI				P. & O. S. N. Co	
NINGPO & SHANGHAI	, WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	
TAMSUI, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OBAKA SHOSEN KAISHA	
TAMSUI, VIA SWATOW & AMOY	FRITHJOF	. Jap. str.	H. A. Haraldset	OSAKA SHOSEN KAISHA.	6th Nov., D'light. 2nd Nov., D'light.
ANPING, VIA SWATOW & AMOY	PROVIDENCE		C. Cornelinsen		
SWATOW, AMOY & FOOCHOW	HAIMUN		Robson		To-morrow, Noon.
SWATOW & CHEFOO	. KANSU	Brit, str.	· · · · · · · · · · · · · · · · · · ·	BUTTERFIELD & SWIKE .	4th Nov
MANILA.	ZAFIBO	. Brit. str.	. 🖟 R. Rodger	SHEWAN, TOMES & CO.	29th inst., 10 A.M.
MANILA	447	Brit. str.		BUTTERFIELD, & SWIRE .	lst Nov.
MANILA	17	1 100	\mathbf{R} \mathbf{R} \mathbf{R} \mathbf{R} \mathbf{R}	d Shewan, Tomes & Co	. 5th Nev., 10 A.M.
MANILA	PTT		T. W. Garlick.	DODWELL & Co., LD	About 2nd Jan.
SINGAPORE, PENANG & CALCUTTA		A -		JARDINE, MATHESON& C.	o. To-day, 3 P.M.
OTH WARE VENEZIA	*				

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI VIO INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

will be despaiched as above on or about the LYLIN	CONNECTION WITH THE	Z.11121101120 ,00 =	
November.	STEAMSHIP TONS.	CAPTAIN	TO SAIL ON
For Freight or further information, apply to	"NUMANTIA"	Brehmer.	October 27tb, 1904.
STANDARD OIL COMPANY	" ARABIA". 4.483	Bahle	November 19th, 1904.
OF NEW YORK,	"ARAGONIA" 5.198	Schuldt	December 18th, 1904.
Oriental Freight Department.	'NICOMEDIA" 4,370	Wagner	January 9th, 1905.
Hongkong, 14th October, 1904. [2439]	Through Bills of Lading issued to I	Pacific Coast Points and	all Eastern, Canadian and
EASTERN AND AUSTRALIAN STEAM		s of Freight and further	information, communicate
TOTAL	with an apply to	4	

with or apply to ALLAN CAMERON, GENERAL AGENT. Hongkong, 14th October, 1904.



STEAMSHIP

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

"KENNEBEC"

will be despatched as above on or about the 12th

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENS

"EMPIRE," Captain P. T. Helms, will be despatched for the

above ports on WEDNESDAY, the 16th

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with

A Stewardess and a duly qualified Surgeon

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

"BENALDER,"

For Freight or Passage, apply to

Hongkong, 22nd October, 1904.

Captain McIntosh, will be despatched as above

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

HIS Steamer departs from Hongkong, on

Week Days, at 7.30 A.M.; and on Sundays,

FARES-(week days) 1st Class (including cabin

Every Sunday will be on Excursion, at the

1st and 2nd Class, Single Ticket 31, Return

Tiffin and Dinner can be supplied either on

board, or at the Macao Hotel, for returning

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for

two or more Passengers, will be charged \$3

First Class Passongers who do not care to return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on produc-tion of the Return Half Ticket. Should the

The Steamer is lit throughout by Electricity.

The Steamer's Wherf at Hongkong is at the

HONGKONG-CANTON LINE.

"YING KING,"

Captain E. J. Page, of 1088 tons, Registered, is

thenewest, fastest, an most luxuriously furnished

with electricity; hot and cold water service.

Leaving Hongkong every MONDAY.

WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every

1st Class ... \$3.00 for Single journey

The steamer's wharf is at the Western end

YUK ON S.S. CO., LD.

1.00 each.

No. 216, Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Western end of Wing Lok Street.

Hongkong, 7th October, 1994,

HE British steamship

The cuisine is unexcelled.

following evening at 5 P.M.

of Wing Lok Street.

,,· ... 1.50

Hongkong, 27th February, 1904.

\$2. 3rd (lass, Single 30 cents, Return

and servant), Single \$3, Return Ticket \$5.

at 8.30 A.M.: Departs from Macao on Week Days

about 2 P.M. and on Sundays, at 6.30 P.M.

2nd Class S1. 3rd Class 50 cents.

.50 cents, Steerage 10 cents.

Passengers only, at an extra charge of \$2.

GIBB, LIVINGSTON & CO.,

Agents.

2499

electric fans fitted in staterooms.

Hougkong, 18th October, 1904.

on or about the 19th November.

LAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &C.)

THE Steamship

November, at Noon.

the Electric Light.

THE Steamship

following rates:

for the following day.

are carried.

I HE Steamship

HONGKONG-MANILA.

Highest Class, newest, fastest and most ururious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

STEAMSHIP COMPANY, LIMITED. SAILING DATE. CAPTAIN.

ZAFIRO 2540 R. Rodger Manila. RUBI 2540 R. W. Almond Manila.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Sat., 29th Oct., 10 A.M.

Sat., 5th Nov., 10 A.M.

Hongkong, 25th October, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH-CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING

TAMSUI, VIA SWATOW AND AMOY ANPING, VIA SWATOW AND AMOY. TAMSUI, VIA SWATOW

STEAMERS SUNDAY, 30th Oct., " M. STRUVE" at Daylight. T. BEANDT WEDNESDAY, 2nd "PROVIDENCE" Nov., at Daylight. C. CORNELINSEN SUNDAY, 6th Nov., "FRITHJOF" at Daylight. H. A. HARALDSEN

AND AMOY On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office

at No. 8 Des Voeux Road Central. T. ARIMA, Manager Hongkong, 24th October, 1904,

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. PUNCTUALITY. SPEED.

SAFETY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd Nov. R.M.S. "EMPRESS OF INDIA" 6,000 Tons WEDNESDAY, 16th Nov. R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons WEDNESDAY, 14th Dec. R.M.S. "ATHENIAN".................. 3,882 Tons....... WEDNESDAY, 28th Dec. R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons WEDNESDAY, 11th Jan. Hongkong to London, 1st Class via St. Lawrence Lou via New York £6 Intermediate on Steamers, ? and 1st Class Rail

steamer on the line and is lighted throughout FITHE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOWAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Gevernments

For further information, Maps, Guides. Handbroks. Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, 9, Ledder Etreet.

IMPERIAL GERMAN LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES.

STEAMERS. 1904 9th November PRINZESS ALICE 16th November PRINZ HEINRICH 23rd November PRINZ REGENT LUITPOLD 7th December PREUSSEN 21st December PRINZ EITEL FRIEDRICH WEDNESDAY 4th January 1905 SEYDLITZ 18th January ... WI DNESDA GNEISENAU 1st February ... WEDNESDAY BAYERN 15th February 1st March SACHSEN 15th March WEDNESDAY PRINZESS ALICE 29th March WEDNESDAY PRINZ REGENT LUITPOLD WEDNESDAY 12th April. PREUSSEN 26th April PRINZ EITEL FRIEDRICH

N WEDNESDAY, the 9th day of NOVEMBER, 1904, at Noon, the Steamship "PRINZESS ALICE," Captain P. Wettin, with MAILS. PASSENGERS, SPECIE. and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 8th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,.

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 27th October, 1304.

HAMBURG-AMERIKA

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to Antweep, Amsterdam, Rotterdam, Copenhagen LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATE:

For Further Particulars, apply to HAMBURG-AMERIKA LINIE. HONGKONG OFFICE,

No. 1, QUEEN'S BUILDINGS.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer.		Cons.	Captain.	Sailin	g Date.
† LYRA	40	4,417 3,615	G. V. Williams	Saturday, Saturday,	October 29th December 17th
TREMONT † LYRA † PREIADES		9,606 4,417 8,753	T. W. Garlick G. V. Williams Purington		January 10th February 9th March 4th
	<u> </u>		Carvo only	-	1

FOR MANILA. The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT. 9,606 tons. T. W. Garlick About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to-DODWELL & CO., LIMITED,

QUEEN'S BUILDINGS. Hongkong, 24th October, 1904.

GENERAL AGENTS.

AND ORIENTAL PENINSULAR STEAM NAVIGATION COMPANY.

REMARKS. STEAMERS LONDON and ANTWERP, VIA , MALACCA Noon, 27th \ Freight and SINGAPORE, PENANG, A. F. Street Passage. COLOMBO and PORT SAID YOKOHAMA VIASHANGHAI, CEYLON About 29th. | Freight and MOJI and KOBE..... C.F.Lockstone, R.N.R. Passage. (Passing through the Inland Sea) SHANGHAI, MOJI and KOBE (BANCA...... About 30th £42. Passing through the Inland See) [J. B. Fergusson About 4th | Freight and (CHUSAN SHANGHAI H. W. Kenrick, B.N.R. Passage. (COROMANDEL) See Special Noon, 5th LONDON, &c G.M. Montford, R.N.R. November Advertisement.

Expected to arrive on or about 7th October, will leave for the above port as soon as possible. after her arrival with the next English Mail.

For further Particulars, apply to.

B. A. HEWETT. Superintendent.

Hongkong, 26th October, 1904.

OCEAN STEAM SHIP CO., LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

SERVICES. JOINT

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN. WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS. OUTWARDS.

	· · · · - · · · · · · · · · · ·	
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"YANGTZE"	On 27th October.
GLASGOW and LIVERPUOL	"DARDANUS"	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.
A A LESS TO BE		

HOME WARDS. STEAMERS TO SAIL "ULYSSES"..... On 5th Nov., Noon. MARSEILLES and LONDON ... LONDON, AMSTERDAM and "MACHAON" On 12th November. ANTWERP LONDON, AMSTERDAM and

"JASON" On 22nd November,

"AGAMEMNON" On 22nd Nevember.

* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SERVICE. STEAMERS VICTORIA, SEATTLE, TACOMA, and) all PACIFIC COAST PORTS, VIA "YANGTSZE" On 1st November. NAGASAKI, KOBE & YOKOHAMA)

BUTTERFIELD & SWIRE, AGENTS. Hengkong, 25th October, 1904.

NAVIGATION CHINA LIMITED.

For Freight apply to-

	FOR		STEAMERS /	· TO	BAIL.	12.
,	SHANGHAI	+	"WOOSUNG"	On 27th	October.	
	SHANGHAI CHEFOO & NEWCHWANG	+	"WUHU"	On 28th	October.	
	CHEFOO & NEWCHWANG		"PARHOI"	On 28th	October.	
	DOD'N TIADWINI WINDSDAYS	V		* * · · · · · · · · · · · · · · · · · ·		
•	ISLAND, COOKTOWN, CAIRNS, (TOWNSVILLE, BRISBANE, (-+	OPPATVITA NO	On 2041	Ootobou	
	TOWNSVILLE, BRISBANE,	+	, TALL VAIN	OH ZOM	October.	
	SYDNEY and MELBOURNE				 ava or 	
	KOBE	*	"TSINAN"	On 29th	October.	
	MANILA SHANGHAI NINGBO and SHANGHAI	*	"TAMING"	On lat	November.	, Y
	SHANGHAI	+	"CHANGCHOW""	On 2nd	November,	,
	MINGEO and SHANGHAL	T	"WILLIEUA	Un ord	. November.	
	SWATOW and CHEFOO		"KANSU"	On 4th	November.	
	* The attention of Passengers is directed	ed	to the superior accommo	dation o	ffered by th	ese
	steamers, which are fitted throughout with E	ilec	etric Light, Unrivalled T	able. A	duly qualif	îed
	Surgeon is carried.				4	
	+ Taking Curee on through hills of ladin	20.00	to all Vanoters and North	name Chica	Dt-	

Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports. I Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

Hougkong, 26th October, 1904.

ANTWERP

GENOA, MARSEILLES and)

LIVERPOOL

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION). STRAMERS TO SAIL. *SINGAPORE, PENANG & CALCUTTA "KUMSANG" Thurs., 27th Oct., 3 r.m. TIENTSIN VIA WEIHAIWEI "ESANG" Sunday, 30th Oct., D'light + SHANGHAI "CHOYSANG" ... Monday, Slat Oct., Noon. * These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 27th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks:-

> S.S. "SWANLEY" Captain J. P. Dawson. S.S. "COURTFIELD"... Captain J. W. Martin, S.S. "CRANLEY" Captain W. E. Steele. S.S. "TKBAL" ... Captain A. Jennings. Captain C. E. Cox. S.S. "TWEEDDALE"... Captain T. M. Milne. S.S. "LOTHIAN" Captain J. C. Williamson.

S.S. "INKUM" Captain E. S. Pearse. The S.S. "SIKH" will leave on SUNDAY MORNING, the 30th inst., for Chefoo and

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 27th October, 1904. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUS-TRALIA, INDIA, ADEN, EGYPI, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"COROMANDEL" Captain G. M. Montford, B.N.B. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 5th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,610 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 24th October, 1904.

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equal and generally superior to that

done anywhere else. Estimates given.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line tre prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POETS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th-August, 1897.

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Known all over the World as a thoroughly effective preserver of Wood against White Ants Fungue, Dry-rot, Decay. Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTMANN & CO Sole Agents for China. Hongkong, 19th July, 1904

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex s.s. Macedonia. From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional Goods will be lauded here unless instructions are given to the contrary before

4 P.M., To-DAY, the 21st inst. Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

any case whatever. Damaged packages must be left in the Go-downs for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns,

E. A. HEWETT, Superintendent. Hongkong, 21st October, 1904. FROM HAMBURG, ANTWERP.

THE H.A.L. Steamship

"SEGOVIA, Captain Schönfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alcugaide.

PENANG AND SINGAPORE.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and

have oft the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 21st October, 1904. OCEAN STEAMSHIP COMPANY,

LIMITED, · AND CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

ONSIGNEES per Company's Steamer

"AGAMEMNON." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 1FA.M., on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goo's remaining undelivered after the 28th inst., will be subject to rent

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst.' or they will not be recognised.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st October, 1904.

QUAN WAH & CO. GRANITH AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS. Sole Agents of

QUAN TAI & CO., Lime Manufacturers All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in

GRANITE and MARBLE MONUMENTS Prices & Estimates on Application. No. 1. QUEEN'S ROAT EAST. Hongkong, 17th October, 1899,

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Phospho of Lime For Nervous Troubles in Adults and Children Capsules, in Syrup,

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and in Wine Increases vital energy and nerve force. Full instructions with each bottle

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SHIPPING IN PORT.

STEAMERS. AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilman & Co. BAWTRY, British str., 1,542, Shotton, 22nd October,-Labuan (Borneo) 15th Oct., Coal. -Order.

BELGIAN KING, British str., 2,153, Hayton, 22nd Oct., Kutchinotsu 16th Oct., Coal.— Dodwell & Co. BINH THUAN, French str., 983, Ribault, 15th October,-Samarang 29th Sept., Sugar.-

Bradley & Co. CARL DIEDERICHSEN, German str., 774, H. Schlaikier, 24th Oct .. -- Haiphong 20th Oct ... General.—Jebsen & Co. ELG, Norwegian str., 708, Christophersen, 30th

Sander, Wieler & Co. ELISABETH RICKMERS, German steamer, 997, Gotsche, 23rd Oct.,-Bangkok 16th Oct., Rice.-Melchers & Co. GERMANIA, German str., 1,714. J. Bruhn, 20th October, -- Moji 16th Oct., Coals, -- Jebsen

. Sept .. - Iloilo 26th September, General. -

& Co. No Fire Insurance will be effected by me in | HINSANG, British str., 1,536, W. E. Sawer, 24th Oct.,-Sourabaya 13th Oct., Sugar,-Jardine, Matheson & Co. HUE, French str., 705, Godinau, 25th October,

-Huiphong via Ports 24th Oct, General -A. R. Marty. KARIN. Swedish str., 697, G. Petterson, 7th Oct., -Saigon 1st October, Rice, -Sander,

Wieler & Co. KORKA, American str., 5,651, Wm. B. Senbury, 23rd Oct. - San Francisco 20th Sept., via Japan and Mavila 21st Oct., Mails and General.—P. M. S. S. Co.

Kumsang, British str., 2,077, E. J. Buller, 19th. October,-Calcutta and Singapore 13th October, General, - Jardine, Matheson & Co. LADY MITCHELL, British str., 780, Frampton, 24th Oct. - Saigon 19th Oct., Rice and

Rice-flour .- Chinese. LEGAZPI. American str., 563, D. Yribar, 24th October, -Manila 21st October, General. -Barretto & Co.

LILIA, British str., 1,834, E. Morris, 28th Sept., -Saigon 23rd Sept., General.-Chinese. LOOSOK, German str., 1.020, Schultzen, 18th October, -- Swatow 17th Oct., Rice, -- Butterfield & Swire.

NUMANTIA, German str., 4,384, Brehmer, 19th October. -- Moji 14th Oct., Coal, -- Portland and Asiatic Steamship Co. Onsang, British str., 1.787, J. T. Davies, 23rd

October, -- Moji 17th October, Coal, -- Jardine, Matheson & Co. No Claims will be admitted after the Goods OSCAR II., Norwegian str., 2,000, R. Olsen, 25th Oct. - Moji 19th Oct., Coal. - M. B. Kaisha.

PARHOI, British str., 1,229, K. E. Tuebbin, 20th Oct.,-Saigon 15th Oct., Rice and Rice-flour.—Butterfield & Swire. PARLAT, German str., 1,018, Demes, 5th Oct.,

-Bangkok 28th Sept., Rice and Wood.-Butterfield & Swire. SIKH, British str., 3.216, James Rowley. 12th Oct. Yokohama 7th October, Ballast .-Dodwell & Co.

SOFALA, British str., 2,260, Shepherd, 22nd October, -- Moji 16th October, Ballast. --Jardine, Matheson & Co. TARTAR, British str., 2,768, F. W. Evans, 18th

October, -- Vencouver 19th Sept., General: -C. P. R. Co. TELEMACHUS. British str., 1,340. J. Williamson, 24th Oct., -Saigon 12th Oct., Rice and Meal.-Chinese.

TSINAN, British str., 1,463, W. B. Brown, 15th October, - Australi : via Manila and Sydney 20th Aug., General.—Butterfield & Swire. ZAFIRO, British str., 1,611, R. Rodger, 24th · October. - Manila 22ad October, General. -Shewan, Tomes & Co.

BRITISH WARSHIPS. ALACRITY, British despatch-boat, 1,700, Comdr R: M. Harbard

CHERUE, water tank and tug. CRESSY, British cruiser, 12,000, H. M. T. Tudor. Espirele. British gunboat, 1.070, Ernest G. GLORY, British battleship, 12,950, Hon. Stop-HANDY, torpedo boat destroyer.

HUMBEO, British storeship, 1,640. P. M. Riadore. OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

TAKU, British destroyer, 250, Cranford. TAMAR, receiving ship, Commodore C. G.

YENGEANCE, battleship. 12,950, Capt. Stuart, C.M.G. VIRAGO, torpedo boat-destroyer.

FOREIGN WARSHIPS. BAINBRIDGE, U.S. torpedo-boat, Lieut. Sexton. BARRY, U.S. torpedo-boat, Lient. Irwin, Callao, U.S. gunboat, 235. Lieut. Dismaker CHAUNCEY, U.S. torpedo-boat, Lisut. Jessop. DECATEUR, U.S. torpedo-boat, Lieut. Knox. GENERAL ALAYA, American transport, Captain Whitton.

HANSA, German cruiser, 5,900, Capt. Weber. MONTCALM, French cruiser (Vice-Admiral's flagship), 10,090, Cross. TITANIA, German orniser, Capt. Schnake.,

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Astern, cruiser, 2437 tons, 20 guns, 7300 h.p., Capt. Friedrich Grinzenberger, Singapore Kaiserin Elisabeth, cruiser, 4 00 tons, 29 gu s, 800J h.p., Captain Mirtl, Japan

Acheron, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Ferret, Saigon Alonette, gunboat, 300 tons, 7 guns, 400 h.p., Lieut, A. Varney, Saigon

Argus, gauboat, 123 tons, - guns, 500 h.p., Lieut Jeannel, Canton Aspic, gunboat, 475 tons, 3 guns, 450 h.p., Lieut. Méléart, Saigon

Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphoug Baionnette, gunboat, Lieut, Lefèvre, Saigon Bengali, guaboat, 580 tons, 6 guns, 400 h.p., Lieut. M. du Vignaux, Tourane

Caronade, gunboat, Lieut. Hue. Saigon Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p., Chateaurenault, cruiser (flagship), 8018 tons, 18 guns, 17,000 h.p., Captain A. M. Poid one,

Cométe, gunboat, 525 tous, 4 guns, 438 h.p., Comdr. Louel, Haiphong D'Assas, cruis er, 4000 tons, 31 guns, 9500 h.p.,

Lieut.-Comdr. L'Eost, Hankow Estoc, gunboat, - tons, - guns, - h.p., Lieut. Mère, Haiphong

Fronde, destroyer, 350 tons, 7 gans. 303 h.p., Lieut. Jehenne, Hongkong Gueydon, craiser, 9376 to s, 36 guns, 20,200 h.n. Captain Goudot, Saigon Henri Riviere, gunboat. - tons, - guns, -

h.p., Lieut, Blaise, Haiphong Jacquin, gunboat, Lieut. Cor ouer, Haiphong Javeline, destroyer, 807 tons, 7 guns, 300 h.p., Lieut,-Comdr. Beaussant, Hongkong Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Golleur, Shanghai

9700 tons, 12 guns, 19,600 h.p., Capt. Cros, Hongkong

Monsquet, destroyer, Lieut. Prat; Hongkong Olry, gunboat, - tons, - guns, - h.p., Lieut. Audemard, Yangtse. Pascal, cruiser, 4015 tons, 27 guns, 8500 h.p., Comdr. Chevalier, Haiphong

Peiho, gunboat, Lieut. Lavivsière, Tongku Pistolet, destroyer, Lieut. de Reinsch-Werth, Barry, t.-h.-d., 420 tons, 7 guns, 8000 h.p., Hongkong Redoutable, cruiser, 9437 tone, 8 gans, 6071 h.p., Callan, gambout, 203 tons, 10 gans, 600 h.p.,

Commodore C. P. M. Poidloue, Saigon Styx, cruiser, 1796 tons. '10 guns, 1703 h.p., Comdr. T. de Balincourt, Suigon Sully, erniser, 10,014 tons, 88 gans, 20,000 h.p., Cincinnati, cruiser, 3213 tons, 19 guns, 7500 Captain Guiberteau, Hoihow

Takiang, gunbat, - tous, - guns, - h.p., Decentur, t.-b.-d., +20 tons, 7 guns, 80.00 h.p., Lieut, ---- Yangtsze Takou, destroyer, Lieut, Gaillard, Saigon Vanban, cruiser, (reserve) 6150 tons, 23 gans, 4560 h.p., Lieut, Ratyé, Saigen.

Lieu', Carol, Canton Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p., Comdr. Huss, ---

Fatherland, gunboat, — tons. — guns. — h.p., Captain von Buelow, Wuhu Furst Bismarck, (flugship), 11,00 tons, 36 guns, 14,000 h.p., Captain Prowe, Shanghai Geier, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Studhitz, Shanghai

Hansa, cruiser, 6230 1868, 34 guns, 10,000 n.p., Captain Weber, Hongkong Hertha, cruiser, 6500 ton 37 guns, 10, 00 h.p. Capt. Baron Schimmelmann, Tsingtan Iltis, guntoat, 1000 tons, 10 gans, 1390 h.p., Comdr. Baron von M. Hallessom, Charton Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p.,

Commander Wilbraudt, Nankiang Luchs, gunboat, 850 tons, 10 guns, 1344 h.p., Commander Kroencke, Hankow Mowe, guuboat, 1009 tons, 8 guns, 875 h.p., Commander von Grumbkow, Manila Seeadler, cruiser, 1640 tons, 15 guns, 2800 h.p.,

Commander Persius, Tsingtau Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Voit, Shanghai Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Deimling, Amoy

Titania, cruiser, Captain Schaake, Hongkong, Tsingtau, gunboat, 170 tone, 5 guns, 1300 h.p., Commander Giebber, Canton Vorwarts, gunboat, -- tons, 3 guns, 500 h.p., Lieut. Scharf, Shanghai.

ITALIAN. Elba, cruiser, 2300 tons, 10 guns, 7471 h.p., Captain Borea Ricci, Haiphong Marco Polo, cruiser, 3600 tons, - guns, - h.p., Captain Presbitero, Shanghai

Captain Pescetto, Chemulpo PORTUGUESE. Adamastor, cruiser, 1960 tons, 14 guns, 4000 h.p., Captain d'Antas Ribeiro, Hankow

Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p.,

Coutinho, Macao Vasco de Gama, cruiser, 3020 tons, 20 guns, Shanghai

Commander Gramatchickoff, Port Arthur Askold, cruiser, 6000 tons, 27 guns, 24,000 h.p., Captain Reitzenschtein, Shanghai Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p.,

Captain ---- Port Arthur

Bogatyr, cruiser, 6640 tons, 12 guns, 19,500 h.p., Captain -Boyarin, cruiser, 3200 tons, 19 guns, 18,000 h.p., Commander Sarutcheff, Port Arthur Diana, cruiser, 6731 tons, 6 guns, 8000 h.p., Captain --- Saigon

Djigit, gunboat, 1456 tons, 3 guns, 1700 h.p., Captain Nasarowsky, Port Arthur Gaidamak, gunboat, 500 tons, 9 guns, 3500 h.p., be Open at 10 A.M. and 4 P.M. daily, Sunday, Gremiastchy, gunboat, 1490 tons, 6 guns, 2000

h.p., Commander Zagarausky, ---Gromoboi, cruiser, 12,364 tons, 44 guns, 14,5)9 h.p., Captain Jessen, Vladivostock Guiliak, gunboat, 1000 tons, 6 guns, 1000 h.p., Commander Shumoff, ---Mandjour, gunboat, 1224 tons, 7 guns, 1400 h.p., Commander Crown, Shanghai

Otvejny, gunboat, 1490 tons, 6 guns, 2000 h.p., Commander Vasilieff, Port Arthur Pallada, cruiser, 6630 tons, 34 guns, 11,610 h.p., Captain Kossowitch, Port Arthur Peresviet, battleship, 12,674 tons, 60 guns, 14,500

h.p., Captain Koroleff, Port Arthur-Pobeda, battleship, 12,674 tons, 60 gaus, 14,500 b.p. Captain Zatzaroieng, Port Arthur Poltava, battleship, 10,960 tons, 50 guns, 10,600 h.p., Captain Oseroff, Port Arthur Rasboinik, cruiser, (training ship), 1334 tons, 10 guns, 1786 h.p., Commander Liven, Port

Retvizan, battleship, 12,902 tons, 62 guns, 16,000 h.p., Captain ----Rossia, protected cruiser, 12,200 tons, 68 guns, 17,000 h.p., Captain Sepelrennipoff, Vladi-Sevastopol, battleship, 10,960 tons, 50 guns, 10,6 0 h.p., Captain Serebrennikoff, Port

Arthur Siwoutch, gunboat, 950 tons, 2 guns, 1125 h.p. . Lient -Comdr. Ivanoff, Port Arthur. Tsesarevitch, battleship. 13,110 tons, 68 guns, 16,300 hp., Capt. N. Dabitch, Port Arthur

Monto dm, coniser (Vice-Admiral's flagship), [Zabiyaka, cruiser, 1230 tons, 15 guns, 1194 h.p. Commander Abramoff, Port Arthur UNITED PTATES.

Albany, orniser, 376 tons, 28 gans, 7500 h.p.. Cuptum Dyer, Carito Annapolis, guaboat, 1000 tons, 12 guns, 1227 h.p., Captain Rober, Shanghai Bairbidge, t.-h.-d., 42) tous, 7 gans, 8000 h.p., Lieut. G. Williams, Hongkong

Lieut, Irwin, Ho gkong Lieut Dismaker, Hongkong Chancey, t,-b,-d, 42) tons, 7 gans, 8000 h.p., Lieut. E. P. Josep, Hougkong h p., Captain G. B. Harber, ---

Surprise, ganboat, 6.9 tons, 2 gans, 900 h.p., Dale, t.-b.-d., 42) tons, 7 gaus, 8000 h.p., Lieut.

Lieut. Roque, Hankow

Garness, Hongkoug Garness, Hongkoug Lieut, A. W. Knox, Hongkong Eleano, gauboat, 56 / tons, 10 gans, 6000 h.p., Lieut, Comdr. J. Hood, Shanghai

Helena, gunbeat, 1392 tous, 8 guns, 1988 h.p., Vigilante, gunboat, 123 tons, 7 guns, 500 h.p., Commander P. E. Sanyer, Canton Monadnock, monitor, 3999 toos, 6 guns, 3000 h.p., Captain Mahan, Shanghai Monterey, monitor, 4054 tons, 4 guns, 5244 h.p.

Commander J. B. Milher, Carite New Orleans, cruiser, 3437 tons, 20 gans, 7500 h.p. Commander --- Shanghai Oregon, cruiser, 10,288 tons, 45 guns, 11,111 b.p., Captain Burwell, Shanghai.

Pampanga, gunboat, 201 tens, 3 guns, 250 h.p., Eusign J. E. Buss, Cavite Paragua, gauboat, 201 tons, 3 gans, 25) h.p., Captain Bounett, Cavite Rainbow, cruiser, 4000 tons, 14 guns, — h.p., Captain J. B. Collins, Manila

Raleigh, cruiser, 3213 tons, 18 guns, 7500 b.p., Commander Marshall, Chemulpo Sau Francisco, cruiser, 4098 tons, 27 guns, 9913 h.p., Captain Very, Manila

Vicksburg, cruiser, 1000 tons, 13 gans, 1118 h.p., Commander Marshall, Shanghai Villalobos, ganboat, 347 tons, 3 guus, 500 h.p., Lieut. H. A. Wiley. Yangtse

Wilmington, gunboat, 1397 tons, 8 guns, 1894 h.p., Commander A. W. Dodd, Manila Wisconsin, flagship, 12,000 tons, 50 gun-, 12,609 h.p., Captain Clover, Shaughai

ROYAL AERATED WATERS MANUFACTORY.

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F. P. DANENBERG. General Manager. Hongkong, 11th May, 1904. COLD STORAGE.

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286-8.

Thursday, 27th, 7.00 A.M. Thursday, 27th, 9.00 A.M. 1.15 P.M. Singapore, Penang and Calcutta Thursday, Oscar II Sourabaya Thursday, Shanghai..... Woosung Canton Namtao 5.00 P M Thursday, Sanbue 5.00 P.M Thursday, Kongmoon and Kumchuk 7.00 A.M Macao 7:30 A.M. 28tb, Kinshan Canton..... 8.00 A.MManila...
Swatow, Amoy and Foochow Legazpi..... 28th, 11.00 A.M. 28th, 11.00 A.M. Chefoo and Newchwang 1.15 P.M. 28th, Heungshan Macao 3.00 P.M 28th. Shanghai.... 4.00 P.M. Shanghai 4.00 P.M Samshui, Shinhing, Takhing and Wuchow 5.00 P.M Namtao 5.00 P.M Sanbue..... 5.00 P.M 5.00 P.M Lintun Kongwoon and Kumchuk Saturday, Zafiro Manila Telemachus Saturday, 29th, 10.00 A.M. Saigon Port Darwin, Thursday Island, Cooktown, Saturday, 29th, 10.00 A.B. Cairns, Townsville, Brisbane, Sydney. | Taiguan Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth Saturday, 29th, Printed Matter and San ples...... 10.00 A.M. Registration... 10.00 A.M. SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the (Registration, with late Korea fee of 10 cents, up to time fixed for departure of the mail. Extra Postage 10 cents.) 10.45 A.M.) Letters 11.00 a.M. Saturday,

Tsinan

Baung

M. Struve

Taming

Saturday,

Saturday.

David, A. Ram and family, F. Nicolai, Pard

P. Williams, A. Bonsey, S. Hicks, R. Richards.

Messrs. C. M. Watson, Henry Crangle, Burton

Rev. van de Velde, Messrs. E. Schuitzler,

Christoph, Mrs. F. Adler and child, Mr. E.

Thomas, Mr. and Mrs. L. Bondon, Messrs, H.

Di genspeck and T. A. Ramsay; from Naples,

Messrs. E. H. Rigley and H. Fulford-Bush, Miss

C. Argents, and Mr. Castellano; from Port Said.

Mrs. Anastasieff and Miss Kitaeff; from

Colombo, Mrs. Rosa Leibowitz, Miss Delorza.

Messrs. A. Confacos and U. Scourbontis: for

Nagasaki, from Singapore, Miss Ohmiijan for

Kobe, from Bremen, Mr. F. Bielfeld; 'com

Genoa, Mr. Takujero Awata: for Yoko. na,

from Bremen, Mr. and Mrs. C. Homann, Messrs.

Erich Schmidt and Fritz Neste: from South-

ampton, Messrs. Satow, Gilbert W. Hawkins,

G. Tumamure, Inkichi Takabashi, K. Tabuki,

U. Takagi, Sodani, and Washini; from Genoa,

Mr. W. Koock; from Penang, Mr. J. Wilson.

Per Empress of India, from Vancouver, Mr.

A. B. Howes, Mr. and Mrs. L. B. Quick,

Messrs, J. Hess. W. G. Smith, W. Oldfield,

Misses Funk, Ochme, Allwood, E. Dyer, Luigi-

bihe, and Bremerman, Messrs. H. B. Carter.

Le Diemar Hansen, B. Baldwin, and J. L.

Houston; from Yokohama, Mrs. Brown, Mrs.

Crichton; from Kobe, Mr. and Mrs. G. N.

Lamb, Major-Gen, and Mrs. Villiers Hatton;

from Nagasaki, Mr. A. E. Blanco; from Shang-

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Capt. Inman, Messrs. S. Malkin, E. F. Speth-

Per Mulacca, from Shanghai, for Hongkong.

Mr. C. Taylor: from Nagasaki, for London,

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A. Johnson, W. Shade, Joseph Cox, H. Carlson,

J. Madgewick, J. Ferrier, R. Pipin, R. Tan-

scher, J. Karlsen, A. Pacline, B. Kurilyndze,

A. Friedrich, A. Cotton, W. Konigheit, C.

Marco, E. Camba, M. Fabian, C. Guerero, C.

Per Zieten, for Bremen, &c., Mr. and Mrs.

van Aalst, Mrs. Alberts and child, Mr. Berg-

mann, Capt, Bitte, Mrs. Burge, Messrs. A. M.

Cantley, W. A. Catten, C. H. Coulson, Rev. J.

W, Coultes and child, Mr. and Mrs. Conock,

Mr. and Mrs. N. van Delden, Sir Ch. Dudgeon,

Messrs. Eckert and F. W. Eckhoff, Mr. and

Mrs. Flaum, Prof. Dr. Gorni, Messrs. A. de

Grebintzky, W. Grunberg, Hackbarth, Herling.

Mr. and Mrs. Hippisley, Rav. and Mrs. Stuart

Holden, Mrs. A. Homenn, Messrs. W. G. Hong-

will, O. Hoppe, H. E. Howard, Mr. and Mrs.

du Jardin and daughter, Messrs. Joshinaga,

J. M. Kinsby, J. van Koesveld, J. Ledent, Mrs.

Leonard, Mr. G. S. Lindsay, Rev. and Mrs.

Lykkegnard and children, Mr. and Mrs. de la

Marche, Messrs. C. W. Menke, Mesbest, Rev.

and Mrs. Miller, Mr, Max Nagler, Miss O. Naat

So, Messrs. E. H. Nelson, M. Cta, Pachely,

Peinen, J. Putz, Capt. E. Ramsley, Messrs.

Reloomal, Robinson, Mrs. Rosnet, Mr. A. Ryn-

bende, Mr. and Mrs. F. G. Sale and children,

Lieut. Schlawe, Messrs. Schultze, Senger, John

Smith, Silberberg, Mrs. A. de Steurs and

children, Misses Swildens, R. Stuhlman, Messrs.

K. Tanaka, S. K. Uyenishi, Wassard, Miss M. T.

Waterman, Mrs. A. E. Watkins, Messrs, G.

ON SALE.

THE

TOROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE

BY M. O'S

Reprinted from the "Hongkong Daily Press.

Hongrong, Sist January, 1900.

Price, 50 cents Cash, Mesars. Kelly & Walsh

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man, and Gordon, and Dr. Shelby.

Verlact.

Manila · TO-MORROW. Regular Meeting of the Eothen Mark Lodge, Freemasons' Hall, 5 for 5.30 p.m.

COMMERCIAL.

Koba

Weilmiwei and Tientsin

Swatow, Amoy and Tamsui

CLOSING QUOTATIONS. 26th October. ON LONDON,-Bank Bills, on demand1/10 3 Bank Bills, at 30 days' sight1/103 Bank Bills, at 4 months' sight ...1/10% Credits, at 4 months' sight......1/105 Documentary Bills, 4months' sight1/10g Bank Bills, on demand232 Credits, at 4 months' sight......2354 ON GERMANY. On domand188 ON NEW YORK .-Bank Bills, on demand44% redits, 60 days' sight45% ON BOMBAY. ON CALCUTTA.

Bank, on demand......1374 ON SHANGHAL .--ON YOKOHAMA.—On demand90% On Manila.—On demand—Pesos.—89 ON SINGAPORE.—On demand...... 52 p.c. pm. On BATAVIA.—Un demand1111 On Maiphong.—On demand13 p.c. pm. ON BANCKOK.-Cn demand..........624 SOVEREIGNS, Bank's Buying Rate ...\$10.75 GOLD LEAF, 100 fine, per tael \$56.55

VESSELS EXPECTED.

THE AMERICAN MAIL. The O. & O. steamer Gaelie, from San Francisco to the 1st Oct. via Honolulu, left Yokehama for this port via Kobe, &c., on the 21st

Oct., s.m. The P.M. steamer Siberia, from San Francisco to the 7th Oct. via Honolulu, left Yokohama for this port via Kobe, &c., on the 26th Oct., a.m. The P.M. steamer Mongolia left San Francisco for this port via Honolulu, &c., on the 13th Oct.

MERCHANT STRAMERS. The O.S.S. & C.M. steamer Yangteze left Singapore on the 22nd Oct., and is due here to-

The C.N. steamer Taiguen left Kutchinotzu on the 22nd Oct., p.m., and is due here this afternoon. The P. & O. stermer Ceylon left Singapore

for this port on the 22nd Oct., at 6 a.m. The steamer Gregory Apear, from Calcutta, left Singapore for this port on the 26th Oct., p.m. The O.c.S. & C.M. steamer Machaon left Kobe on Monday daylight for Hongkoug via Shangbai, and is expected here on the 5th prox. The Barber Line steamer Shimosa left New

York on the 14th August. The Indo China steamer Laisang left Caloutto for this port via the Straits on the 22nd Oct., and may be expected here on the 7th Nov. The A.A. steamer Kish, from New York, left Singapore on the 23rd Oct., and is due here on the 7th Nov.

The P. & A. steamer Arabia left Portland (Or.) on the 6th Oct. via Japan ports, and may be expected here on the 7th Nov. The A.A. steamer Massapequa left New York on the 6th Oct., and is due here on the 29th Nov.

OPIUM

	OFIUI	L.	*	
A		- 241	th October	r
Quotations are	- Allo	w'ce net	to l catty	7.
MT - I Nove	\$1070	to oft.	no her bro	ul ·
Malma Old	81140	to \$110	30,	1.0
Malwa Older	\$1230	to 012	90 11	
Malwa V. Old	\$12.0	to \$130	00	
Persian the quali	ty \$880		· · · · · · · · · · · · · · · · · · ·	
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CONTRA MERS	PASSE	DTH	CANAL	Je

Oct. 4th-Benmohr, Fallodon Hall, Poschan, Eiger. 7th-Ardandearg, Radnorshire, Ganges, Manica, Simoom. 11th-Glenturret. 14th-Benegambia, Candia. Glenfarg, Shrewsbury. 18th-Glaucus, Thea, Andalusia, Preussen. 21st -Ningchow, Bayern, Nippon, Tourane.

ARRIVALS AT HOME. Oct. 21st-Badeenia, Gneisenau, Spezia, Nubia. PASSENGERS.

ARRIVED. Per Arratoon Apear, from Calcutta, Mrs. Per Prinz Regent Luitpold, for Hongkong, from Bremen, Mr. Franz Hortum; from SouthJOINT STOCK SHARES.

Hongkong, 26th October. PAID UP. QUOTATIONS. COMPANY. Banks-Hongkong & S'hai. \$125 L'don, £60 10s. Natl. Bank of China A. Shares B. Shares £1 Foun, Shares .. 310, buyers lnsurance-\$625, ex div., buy. Unión..... \$35 \$60, buyers China Traders' £5 Tis. 75, buyers North China..... Yangtsze \$50 | \$260, ex div. Canton Hongkong Fire \$3374, buyers \$60 | \$87, buyers China Fire..... Steamship Coys.-H., Canton and M ... \$10 | \$30, sales Indo-China S. N. .. \$15 \$129, buyers \$50 \$251, sellers China and Manila. \$50 - \$83, sales Douglas Steamship \$10 \$40, buyers Star Ferry \$5 \$30, setlers Sheli Transport & Trading Co. ... £10 ; £8, 10, Do. pref. shares Refineries-1100 | \$240, sellers China Sugar Luzon Sugar Mining-Charbonnages 13/10 | \$6, bayers Docks Etc .-\$50 | \$224, sellers \$50 | \$115, buyers H. & K. Wharf & G ... New Amer Dock \$61 \$271, sellers S.C. F., Boyd & Co., Ld. I'ls. 100 'Ils. 174. Land and Building-\$100 | \$150, salos Hongkong Land Inv. Kowloon Land & B. \$30 | \$30, sellers West Point Building \$50 SdO, seilers Hongkong Hotel \$50 \$137, sales \$10 \$12,75, sales Humphreys E. ... \$24 \$5, sollers \$50 Tls. 112. Shanghai Land otton Mills-

Tls. 50 'Tls. 30, sollers International Laou Kung Mow ... Tls. 100 Tls. 824. 29th, 5.60 P.M. Soycheo Tis. 500 Tis. 160, sellers Tuesday, 1 Nov., 4.00 P.M. \$10 | \$101, buyers Hongkong ompanies ampton, Mr. W. R. Myers, Capt. W. E. Clarke \$500 | \$100, sellers A.hambra, Ld.,.... and family, Mr. A. Piercy, Dr. Mabel Poulter, Bell's Asbestos E. A. 12s. 6d. Miss Lillian Ashdown, Mrs. S. Powell, and Miss Campbell, Meore & Co. \$10 | \$40, buyers M. Tytler: from Gibraltar, Mr. M de Triaste; \$12 \$11\}, buyers China-Borneo Co., Ld. from Genon, Messrs. G. L. Brighton, A. and E. \$6 \$23, buyers di Pavera and family, Mr. and Mrs. Wheeley \$25 | \$47, sellers Geo. Fenwick & Co. \$331, buyers and child, Mr. T. C. Thomson, Miss E. Scipson, Green Island Cement. Rev. J. W. Wright, Messrs, F. Wunderlich, \$15, buyers -Hongkong Electric. \$5 \$91, semers W. Pencher, and J. Haas; from Singapore, Hongkong & C. Gas ... £10 \$160, buyers Messrs. Fred. Ruckwaldy, Steele-Boyce, Rev. H. H. L. Tramways... Brothers Grabiel and Michael, and Miss Omeran \$250, sellers Hongkong Ice for Shanghai, from Bremen, Mrs. K. Liebe and \$50 \$140, sellers Hongkong Rope infant, Mrs. Addie Hering, Mrs. M. Bottjer and Hk. Steam Water-21, buyers children, Mr. P. Meins, Mrs. A. Hansen and \$40, buyers (now, boat Co. Ld. children; from Southampton, Mrs. W. Wood and child, Mrs. Innocent and children, Mrs.,

\$10 , \$91, sellers Philippine Co., Ld., Crompton, Mr. and Mrs. D. Cranston, Mrs. & H. Dyeing & C. \$50 \$50. Teresa Mullen and infant, Mrs. J. B. Barclay and children, Mr. and Mrs. A. T. Adams, Messrs S. China Morning Post \$5 | \$11, buyers Tebrau PlanungCo... Misses Loveless, M. Harman, A. Rehnberg, E, China Light and \$10 \$10, sales & sellers Douglas, H. Scover, G. Cole, L. Clark, R. Allen. Power Co., Ld. ... R. Darling, C. Hacking, H. Bance, L. Fencock, \$5 | \$7. Steam Laundry Co., 23 St, sellers \$4 | \$91, buyers United Asbestos and family, and H. T. Mar Eligott; from Genoa, Mr. J. H. Ritsow, Assessor G. Cremer, Mrs. Do. Watkins, Ld..... Heyne, Messrs. A. de Liude and Johs. Stampff, Misses K. Anderson, M. Nylin, and Moses,

S10 S91, buyers Watson & Co., A.S. ... \$13. sales & so \$10 \$111, soilers William Powell, Ld.... VERNON & SMYTH, Brokers HONGKONG TIDE TABLE. From 27th Octoberto the 2nd November.

HIGH WATER.									LOW WATER.			
ري افاريس	Day of Month.		ongk an T			Hei	ght.	He Me	ongkang on Time,	He	, lac.	
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Fil.	28	n	10 11 10	49	a s	5	4 7	m	1	3	8 8	
spt	20		11	18	13	5	i	· m	- 1343	2 4	() ()	
San.	50		13			4	9	m		2 4	1	
Mon	31	11	6 6	2 5 27	ρ	7	14	n	115 144	2	. 2	
T lea.	1	11	أأد	1.0 4.4		7 - 15	Ü	n		4	3	
Weds	9	, 11	1 3 1 3 1 8	-2		6	7	. p	4.5	9	830	

HONGKONG METLOROLOGICAL REGISTER.

Hougkong Observatory 26th October.

	Previous Day at 4 p.m.	On Date at	On Date at 4 p.m.	
Harometer Temperature Humidity Wind Direction	70	30.07 80 66 E	29.97 78 78 E	
, Force Weather Rain	2	b '	3 b	
			1904 190	

Highest open air Temperature on 25th 81 Lowest pen air Temperature on 25th 76 I TONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED.

> TIME TABLE. On and after 1st October, 1904,

WEEK DAYS. 6.45 a.m. to 7.00 a.m. ... Every 15 minutes. 7.30 4.m. to 5.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every 10 minutes. 9.30 s.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.46 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2 15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 pm. to 5.00 p.m. ... Every 15 minutes. .5.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS.

1.45 p.m. & 9.00 p.m., 9.46 to 11.15 p.m., every 1 hour. 6.45 a.m. to 7.00 a.m. ... Every 15 minutes. 8.00 to 9.00 a.ns ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes, 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 J.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS. l str. cars at 11.80 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Comnany's Office, Alexandra Buildings, Des Voux

Road Central. JOHN D. HUMPHREYS & SON. General Managers. Hougkong, 14th January, 1904.

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S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m. Departures on Sundays at Noo-Departures from Macao to Hongkong daily at 8.00 a,m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin. This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at abou 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox. S.S. "NANNING," 569 tons, Captain C. Butchart. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves . Wuchow for Canton on the same days at about

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18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
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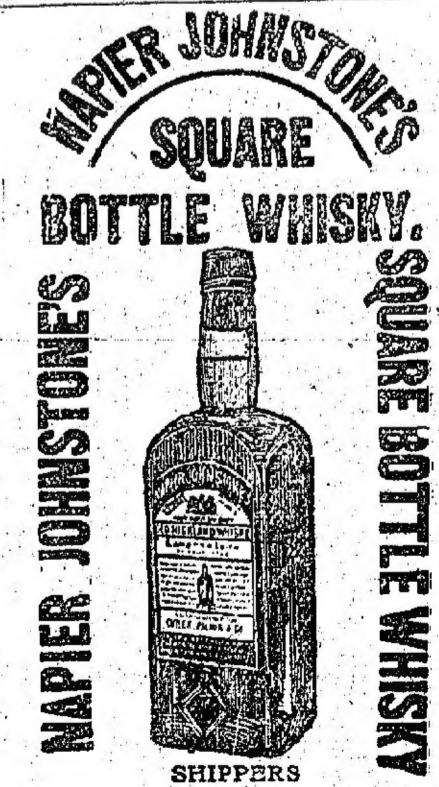
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